

R-P-56**Lisa Williams**

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:00 AM
To: Lisa Williams
Subject: Re circulated EIR on Home Depot Development at 400 Studebaker Rd.

reynaakers@aol.com

To: Angela_Reynolds@longbeach.gov

07/17/2006 10:04 AM

cc: RICKAKERS1@aol.com

Subject: Re circulated EIR on Home Depot Development at 400 Studebaker Rd.

Dear Ms. Reynolds:

Once again I find that as a resident of the area to be most affected by this development I must address my issues of concern.

1.the proposed resolution for the disposal of sewage into our existing neighborhood overextended holding tanks is not acceptable. 1

2. the non re mediation of Lyons Dr. to be used as a main thorough fair for those entering the project is the most unsafe and opens the city for mayor litigation on traffic accidents. 2

3.the project should not be considered until the city as a whole looks at a master plan, what will work best for the citizens of the City of Long Beach. 3

4. If you were to compare the \$500,000 proposed annual income and compare that to the current police and fire protection expense for an existing mall such as the Carson mall you would find there is no profit left. 4

5.Nature is disapering fast. Long Beach could create a preserve and charge admission. 5

I hope that all council members and Mayor consider what is best for our city. 6

Respectfully,

Reyna Akers
 470 Margo Ave.
 Long Beach, CA 90803
 562-430-1249

Check out AOL.com today. Breaking news, video search, pictures, email and IM. All on demand. Always Free.

R-P-57

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 7:54 AM
To: Lisa Williams
Cc: Craig_Chalfant@longbeach.gov
Subject: Re: Home Depot
Attachments: Home Depot DEIR letter 6-6-2005.doc; Buika letter 10-19-2005.doc

"Paul Buika" <lb Buika@charter.net>

07/18/2006 04:43 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Home Depot

Angela:

Attached is a letter I sent you last year regarding the Home Depot EIR and also a letter to Marice White. I have yet to hear back from either regarding the possibility of constructing a sound wall along Loynes Drive to help mitigate the increased noise that will occur if the Home Depot project is built. Has anyone brought this up with LSA and Home Depot? Thanks for your consideration.

Paul Buika

6268 E. Vista Street

Long Beach, CA 90803

(University Park Estates neighborhood)

Paul Buika
lb Buika@charter.net
562-596-6294

June 6, 2005

Paul Buika
6268 E. Vista Street
Long Beach, CA 90803
562-596-6294

Angela Reynolds, Environmental Planning Officer
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802
562-570-6357

Re: DEIR Home Depot – Studebaker and Loynes

Angela:

I am a resident and homeowner in University Park Estates. My family and I live on Vista Street which parallels Loynes Drive. We will most definitely be affected by the Home Depot project mostly from an increased traffic and noise standpoint.

We have been homeowners on Vista for over eight years now and have witnessed a definite increase in noise from cars traveling along Loynes. The increase in traffic along Loynes has most likely come about due to new housing developments west of PCH along Loynes Drive. Many of these residents access the freeways via traveling east along Loynes then north to Studebaker and the freeway access.

I am surprised that the Home Depot DEIR prepared by LSA is rather weak regarding the noise study, especially when this is a critical feature. Only a handful of noise monitors were utilized and placement of these monitors appears quite questionable. Not a single noise monitor was placed along Loynes, one of the two main access routes for the proposed project. The closest monitor was along the greenbelt at a distance of several hundred yards from Loynes. This is not a true representation of the noise problem along Loynes. As stated in the DEIR, the homes along Loynes (i.e. homes that front Vista Street) are approximately four feet below the actual road level. Most homeowners along Loynes have a six foot wall, thus in effect only have a two foot barrier between Loynes and their homes, hardly enough to block traffic noise. The Home Depot project obviously will create a significant increase in traffic and noise along Loynes, thus adding significantly to the noise problem for homeowners along Loynes.

The DEIR indicates that the Home Depot project will not have a significant impact on the surrounding neighborhood regarding traffic and noise. I find this hard to believe especially when the DEIR avoids the problem by not placing a single noise monitor along Loynes. It is also interesting that the only noise mitigation proposed by the DEIR is to place a six foot plexiglass wall along Studebaker directly outside the dining patio of the project's proposed restaurant, so that their diners can enjoy less noise. The project will significantly increase traffic and noise along Loynes, yet no noise mitigation is proposed for homeowners along Loynes Drive. I personally brought up the idea of placing a sound wall along Loynes with a LSA representative

2

3

4

at a meeting held at Kettering Elementary School, however, this idea apparently was dismissed from the DEIR.

A sound wall of concrete block or plexiglass or a combination of the two along Loynes would go a long way towards helping reduce some of the noise that would be generated from increased traffic created by the project. This is a small request for a project this size. If the City finds in favor for a sound wall, they should also request the Home Depot developer maintain the wall. The homeowners along Loynes most likely would be the most affected group regarding noise increase if this project proceeds. It is hard to back the Home Depot project when they apparently are making no attempt to mitigate a significant noise problem that will be created.

Another significant problem along Loynes is that an extraordinary number of accidents occur, including one that caused Loynes to be shut down for 4-5 hours on Sunday June 5th. Increased traffic due to the Home Depot project will almost certainly mean an increase in accidents along Loynes. Something needs to be done along this road other than trying to 'flatten' out the numerous large dips in the road which cause vehicles traveling much faster than the 35 MPH speed limit to become "airborne" and crash.

Thank you for the chance to respond to the DEIR.

Sincerely,

Paul Buika

Marice,

Thank you for sending the attachments and meeting notes. I know public meetings are difficult but I thought you did a nice job with 'crowd control'. Unfortunately too many residents have very little constructive to say at these meetings and I find most are of little benefit. I also think that people who are not opposed to the project tend to be less vocal than the NIMBY's and public meetings are not the place to find supporters of your project or any other similar type projects.

I have attached a letter I sent Angela Reynolds regarding responding to the EIR. My main concern is increased traffic noise on Loynes as Loynes is my backyard. As stated in the EIR, most of the homes directly along Loynes are 4' below the road level, so our 6' walls have little affect on noise. Traffic noise will increase with the Home Depot project, yet Home Depot has not offered to mitigate any increased noise along Loynes. The placement of the nearest noise monitor in the channel park is actually monitoring the noise levels from Studebaker, not Loynes. This creates a much higher ambient noise level than actually exists along Loynes. By having a higher ambient noise level, the EIR states no increase in noise level from the increased traffic will occur along Loynes. But the problem is the EIR did not place a noise monitor along Loynes, so no one really knows the ambient noise level.

I have suggested Home Depot build a sound wall along the portion of Loynes that does have homes. This would be extremely beneficial to decreasing noise levels and would win my support of the project. I find it interesting that Home Depot will build a sound barrier of plexiglass surrounding the patio of the restaurant to soothe its customers, but has not offered any mitigation of noise for residents who will be subjected to the increased noise levels day in and day out.

I also thought the suggestion by Don Fike, a University Park resident; regarding Home Depot having an area to the east side of the store for the potential day laborers could cure that potential problem.

Thanks,
Paul Buika

Paul Buika
lbbuika@aol.com
562-596-6294

-----Original Message-----

From: Marice White <marice@govsol.com>

To: lbbuika@aol.com

Sent: Wed, 19 Oct 2005 11:31:46 -0700

Subject: Home Depot Design Center Community Meeting Update

Attached is a copy of the presentation for the proposed Home Depot Design Center that was given Monday, October 17th. A number of community members requested an update following the meeting ? also attached is a brief listing of the questions asked at the meeting. If you would like any further information, please feel free to contact me.

R-P-57

Regards,

Marice White, Government Solutions, Inc.

Representative for Home Depot

(949) 717-7941

R-P-59

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 4:46 PM
To: Lisa Williams
Subject: The Re-circulated Home Depot Proposal EIR

Ric Trent <rtrent@cocomdirect.com>

To: angela_Reynolds@longbeach.gov

07/17/2006 05:14 PM

cc:

Subject: The Re-circulated Home Depot Proposal EIR

Angela,

This e-mail is being sent to lodge a very strong objection to the many shortcomings of the Home Depot Proposal, re-circulated EIR.

There are many points where the EIR falls short, glosses over, and simply ignores, key issues regarding the site that was chosen by the local residents that formed the partnership to try and attract Home Depot to their location. That fact is where one of the biggest flaws in the "get rich quick" scheme reposes. The flaw is: this property wasn't developed with a "big box" operation like Home Depot in mind. The roads weren't built for heavy truck traffic, and the space chosen is directly under 6600 watts of electric power lines, also the space is bordered on both sides by estuarial water channels. I contend that any person who would propose a Home Depot on this location is trying desperately to "make it fit" into a space that is too small, has too many variance needs, and is begging for conditional use permits. It is a retailer of convenience for a strange parcel of land that was picked up for a song(the number most used has been \$2,100,000 for the 16.7 acre parcel), and whose owners are attempting to create huge profits at the expense of their neighbors, health, safety, and quality of life.

It's time to call this project what it is. An attempt to turn a few million dollar investment into a 10X return, over the objections of a vast majority of 3rd District Residents.

The specific objections that are very valid revolve around traffic, you can't restripe Studebaker and make the problem go away. Cal-Trans has no plan to finish the on-ramp at Studebaker and 7th Street, so any alteration of the 2nd Street to 7th corridor is entirely superficial. The traffic will just get to the choke point quicker. One of the other very problematic aspects of the traffic issue is the trucks, large and small' that come with the Home Depot operations, thinking about them stopped on Studebaker, and waiting to make a wide turn into the HD site, conjures up images of nasty rear end collisions. Heavy trucks zipping across the uneven surface of Loynes Drive is another chilling premise.

The exceptions and permits being sought by the partners in the venture are all based on the SEADIP Plan which is obviously out-of-date, and invalid in some of the uncertified areas of the planned project. Without certification my understanding is that the jurisdiction of the areas in question resort back to the Coastal Commission.

R-P-59

The long history of the area in question being used to dump and bury toxic waste material is well documented. Any building in this area poses serious health risks to the surrounding communities.

5

The over-riding objection to this proposal is that it is a size 10 retail project attempting to shoe-horn itself into a size 6 parcel of land. Please do not issue a conditional use permit to a project that promises \$2.5 million dollars in tax revenue over a 5 year period, and will cost twice that in city expenses for extra policing, and settlement for accidents caused by the increased use of surrounding roads, including Loynes Drive, the most dangerous street in Long Beach.

6

Thank You,

Ric Trent

Ric Trent

CEO

Cocom Direct Inc.

3780 Kilroy Airport Way | Suite 200 | Long Beach | California | 90806

Cell 562.843.6153 | Main: 562.304.2893

www.cocomdirect.com

This message and any attachments are intended only for the use of the addressee and may contain information that is privileged and confidential. If the reader of the message is not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, notify the sender immediately by return email and delete the message and any attachments from your system.

R-P-60

Lisa Williams

From: Craig_Chalfant@longbeach.gov
 Sent: Tuesday, July 18, 2006 4:45 PM
 To: Lisa Williams
 Subject: home depot

"george two Horses" <ghorse1@hotmail.com>

To: angela_reynolds@longbeach.gov

07/17/2006 08:34 PM

cc:
 Subject: home depot

July 17, 2006

To: Angela Reynolds, Environmental Planning Office, Department of Planning and Building

From: Anna Christensen, 259 Termino Avenue, Long Beach

Re: Home Depot EIR

The construction of a Home Depot or any other business enterprise on the tank farm site at Studebaker Road and Loynes Drive in Long Beach harms the general public and the natural environment, both long-suffering victims of the ongoing spread of commercial development. We need a new vision for our city's remaining open spaces, a master plan that includes, in this case, both the wetlands restoration project proposed by the Los Cerritos Land Trust of Long Beach and Seal Beach, and the incorporation of sites such as the tank farm which can be reclaimed for public use. Certainly the call by local residents and other concerned parties for a halt to piece by piece development of this sensitive ecosystem until a coordinated and comprehensive general plan is in place should be respected and the Home Depot EIR should be rejected. There is not a person in the Long Beach, Lakewood, Seal Beach, or Cerritos area who cannot already find multiple shopping centers, big box stores, restaurants, movie theaters, etc., etc., to meet their needs. Existing local businesses must compete for every dollar with large WalMart-style chains who are more likely to exploit their employees and less likely to provide a living wage, healthcare or retirement benefits; thus putting more stress on public coffers. Chain stores rely on name recognition and/or cheap prices to attract customers but eventually have the power to provide less choice and poorer product and service

Instead of more business as usual on the tank farm site, why not appreciate this location for what it always has been, an integral part of our local wetlands environment. This property has both fresh flowing water and proper zoning, and is the perfect location to construct a multi-use facility dedicated to both wetlands restoration and public education about our unique coastal ecosystem. The University of California at Santa Barbara has expressed interest in developing a fish hatchery here for native species of wetlands aquatic life, including native invertebrates. When introduced as wetlands are restored, these hardier indigenous invertebrates thrive and prevent nonnative species from invading. Without native invertebrates as a food source, waterbeds do not repopulate restored wetlands and the ecosystem fails to function. Don May of Earthcore and the Los Cerritos Land Trust, confirms the need to develop such a fishery as a long term support for a healthy wetlands, and suggests that such a facility would be the ideal

repository for a unique local library of research on the breeding of native wetlands invertebrates. In addition to a fishery, such a research center in close proximity to both CSULB and two local public schools, would offer a perfect educational partner in the study of our coastal biology. Also, the Aquarium of the Pacific, with its strong focus on coastal sea life, could contribute an east side satellite location on the tank farm site from which the public would be able to tour by foot or by boat a living coastal ecosystem, something not possible from the downtown harbor location.

We need a master plan for our community that recognizes the inestimable value of a living coastline to our collective health and well-being. Long Beach has plenty of places to develop and redevelop businesses - we also have, miraculously, a small vibrant jewel of a wetlands surrounded by open spaces that can be reclaimed to expand and support a local wetlands parkland with facilities for insightful research and public education and recreation. In the long run, development for development's sake is just bad business. On the other hand, education creates more jobs per dollar spent than any other investment. Picture yourself canoeing through grassy waterways - right before your eyes herons and terns dive for a delicious meal - that's quality of life.

Don't just search. Find. Check out the new MSN Search!
<http://search.msn.click-url.com/go/onm00200636ave/direct/01/>

R-P-61

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 4:38 PM
To: Lisa Williams
Subject: Spam: Home Depot location

DiAnne Jahn <diannejahn@yahoo.com>

07/18/2006 03:11 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Home Depot location

Dear Ms. Reynolds ~ The Loynes potential site is an inappropriate placement for a future Home Depot. Traffic & created noise would become unbearable. We most definitely need to protect/save these few, natural migration spots for our beautiful, endangered birds that frequent this area. Please, do not allow a Home Depot to be built in this area. I am willing to drive the distance to another Home Depot in a surrounding area.

Sincerely,

DiAnne Jahn (homeowner)
6821 Septimo St.
Long Beach, CA 90815

Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+ countries) for 2¢/min or less.

R-P-62

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 4:39 PM
To: Lisa Williams
Subject: copy of comments to the Home Depot DEIR

AnnGadfly@aol.com

To: Angela_Reynolds@longbeach.gov, Craig_Chalfant@longbeach.gov

07/18/2006 12:33 PM

cc:

Subject: copy of comments to the Home Depot DEIR

July 16, 2006

To: Angela Reynolds

From: Ann Cantrell
 3106 Claremore
 Long Beach, CA 90808
 562/596-7288
 E-mail: Anngadfly@aol.com

Re: Comments on Home Depot Recirculated Draft Environmental Impact Report

1.3 ALTERNATIVES

Although the DEIR states there are 4 Alternatives to this project: No build, Reduced Project Alternatives, Warehouse and Light Industrial, I can find no discussion or comparison of these alternatives to the Home Depot Project. On page 1-3, it is stated that No Project/No Development Alternative is environmentally superior because "there would be no increase in traffic, noise, construction or operational air emission or solid waste generation, however, there are projected changes with the proposed project". The conclusion that appears to have been drawn is that by reducing the number of, but not completely avoiding the significant project-related impacts to traffic and operational air quality, the problems are solved and there is no need to address any further alternatives. I disagree with these conclusions and will address the problems I found in this DEIR.

4.1 AESTHETICS

Visual Character. (pg.1-7) Although it is true that the proposed site currently contains tanks and is not particularly attractive, for years large ornamental pine trees along Studebaker concealed the tank farm from sight. According to biologist, Jim Harrison's report, these beautiful, mature trees were destroyed some time between November 1, 2003, and January 27, 2004. They will be replaced with "landscaping improvements" (e.g., saplings) to hide the remaining tank on the site. The DEIR claims that the public will enjoy the sight of the buildings because of their "modern architectural design". Personally, I preferred the trees.

Light and Glare. The DEIR states that the proposed project will involve nighttime operations and lighting will be necessary. In spite of a plan to prevent light spillage, these lights will effect the birds and mammals in the nearby wetlands. This area is part of the Pacific Flyway. There has been no discussion of the effect of the lights on migrating birds.

4.2 Air Quality. The DEIR states that even after numerous mitigation measures, the level of significance remains "significant and adverse". This is unacceptable for a city that already has some of the dirtiest air in the nation with many children struggling to breathe.

One of the mitigations states: "All on-site roads shall be paved as soon as feasible, watered periodically, or *chemically* stabilized". I would appreciate knowing what type of chemicals are used.

Emission Thresholds for Pollutants with Regional Effects.

(pg. 1-11) "Long term operational emissions associated with the proposed project result from additional automobile trips generated by the project." In spite of several mitigation measures, the DEIR goes on to state that these "will not substantially reduce any long-term

air quality impacts of the project. Therefore, long-term impacts remain significant and adverse." This is reason enough not to allow this project to proceed. 6

Cumulative Air Quality Impacts.(pg. 1-13) The DEIR concludes that the project would contribute criteria pollutants during construction and during long-term operation. It also states that "No mitigation is feasible and would be significant and adverse." The project should be denied. 7

4.3 BIOLOGICAL RESOURCES

Sensitive Species (pg. 1-13)

Plants. Although biologist Jim Harrison saw no sensitive plant species during his survey on February 20, 2004, between 9 a.m. and 12:00 p.m., he does state that only one of the possible sensitive species would be expected to be active at this time of year. He also states on page 4 of his report, "Evidence of previous herbicide application and manual weeding was observed with the project site." This raises the possibility of the removal of rare or endangered plants. 8

Wildlife (pg. 1-14)

During the three hour survey, Painted Lady Butterflies, Pacific tree frog, Western Fence and Side-blotched lizards were recorded. In addition to the sighted Burrowing Owl, 20 other species of birds were seen, including Osprey, herons, egrets and American Goldfinch. There were also cottontail rabbits and ground squirrels noted. Notably absent was mention of coyote, skunk and raccoons, which are prevalent in the surrounding areas.

The Burrowing Owl is a species of special concern in Southern California. After spotting one at the site in February, the biologist reports returning on 4 different occasions in March, 2004 and not finding any more Owls. It has now been over 2 years since this survey was done. Has anyone looked for the Burrowing Owls since March 2004? El Dorado Audubon has birding experts who would be available to do a search for free. 9

The report states that no owl burrows were found, only those belonging to Beechey ground squirrels. "The Birder's Handbook" by Ehrlich, Dobkin and Wheye, states that Burrowing Owls nest in a "mammal burrow, occasionally enlarged by kicking dirt backward."

The DEIR concludes that "While special-interest species may forage or fly over the proposed open space area, none of these species are expected to breed in the area because of the lack of vegetation suitable for nesting in proximity to the roadway". Burrowing Owls commonly breed and nest near human habitation, especially golf courses and airports. (The Birder's Handbook, pg. 306.) Also, Ospreys and hawks could possibly nest on top of the tanks or in the now cut trees. Thus, I would challenge the conclusion that no special-interest species would nest here. I believe a survey should be done during April-July, to ensure the discovery of all possible nesting birds.

Wildlife Movement Corridors. (1-14)

"The project site potentially allows for wildlife movement to a limited extent due to its proximity to the Los Cerritos Wetlands. The project site may be used as a migration stop or brief dispersal refuge for migrating birds along the coastline. However, because the project site is disturbed, located within an urban setting and separated from the adjacent wetlands by roadways, it is not considered an integral component of any wildlife movement corridors in the area." The conclusion that there is no wildlife movement from the wetlands to this area and to the San Gabriel River is totally false. Mammals cross the roads, as is evident by their dead bodies and birds fly over back and forth over Studebaker. This area is definitely used as a part of a wildlife corridor and mitigation is required. 10

Potential Jurisdictional Wetlands.(pg.1-14)

Los Cerritos Wetlands. The DEIR concludes that since the Los Cerritos Wetlands is across Studebaker Road, the proposed project "would not result in any significant adverse effects to the wetlands from traffic, light and noise as these sources already exist and are not expected to increase substantially. Therefore no mitigations are required." Again, I disagree. The DEIR admits that traffic will be increased. True, the animals are now existing with a high level of noise, but where is the proof that additional traffic, noise and glare will not adversely effect the wildlife? There is a stress level for all creatures and who can say with certainty that the Home Depot will not be the last straw? 11

4.5 GEOLOGY AND SOILS

Seismic Considerations. (1-19) First the DEIR states that the Home Depot site is not located with a currently designated Alquist-Priolo Earthquake Fault Zone, then admits it is only 0.6 mile northeast of the Newport Inglewood Structural Zone. This is something I have little knowledge of, but Dana Brown, a registered geologist with the state of California, wrote a very complete letter, which is in the comments for the NOP. He indicates that, based on his personal inspection, he "has serious concerns that the proposed project will have substantial adverse effects including the risk of loss, injury or death involving 1) Rupture of a known earthquake fault, 2) Seismic-related ground failure or liquefaction, 3) Location on soil that would become unstable as a result of the project." 12

These potential environmental hazards are addressed in the DEIR with the sole mitigation being that a detailed geotechnical investigation of the site shall be conducted prior to the project design phase. "Design and grading construction shall be performed in accordance with the requirements of the California Building Code and review by the Long Beach building official". This does not appear to be an adequate mitigation measure. Common sense would tell most people not to build on a liquefaction

area. We have been lucky that there has been no rupture of the present tanks at the site. This appears to be a site good only for open space as the highest and best use.

12

4.6 HAZARDOUS MATERIALS

Potential Soil contamination/Demolition of Hazardous Materials Structures, Above-ground Storage Tanks. (pg. 1-22) Past operations may have caused soil contamination and have previously impacted ground water. It is stated in the DEIR that "the soil beneath the tanks has been impacted by petroleum hydrocarbons and arsenic. Improper handling of the tanks and associated pipeline during demolition and removal could result in impacts to the on-site and off-site environment."

13

The mitigation measures state that the LB Fire Department will oversee and monitor the operation. What are the credentials needed for this delicate operation? What steps will be taken to ensure no contaminants reach the Federally Protected Waters in the Los Cerritos Channel?

Handling and Disposal of Hazardous Substances.(pg.1-23) "Potential hazardous substances in structures proposed for demolition may be present and include asbestos, lead-based paint and PCBs". Mitigation included the soil sampling and analysis of suspected building materials and an operating and Maintenance Plan (O&M) for any ACM, BP or PCB-containing fixtures to remain in place.

14

In addition to the danger of removing most of the existing structures, Tank No. 5 will remain and the pipes will be relocated under the very unstable ground. Like Dana Brown, I am concerned about contaminants released on the surface migrating immediately into the shallow water table and reaching the Los Cerritos Channel and Alamitos Bay.

Methane Soil Contamination.(pg. 1-25) The DEIR states methane concentrations exceeding current regulatory thresholds in shallow soil. The mitigation measures include more studies and possible additional mitigation design, including vapor barriers and venting systems beneath buildings and confined spaces. Methane inside buildings can make people sick. I believe this study should be performed before permitting is allowed. The faster the developer knows all of the hazards connected with building on this site, the better.

15

Additional Hazardous Materials. The DEIR states (1-25) there is the potential for additional hazards to be encountered during excavation. Why haven't soil borings been required so there will be no surprises during construction?

16

Operational Use of Hazardous Materials.(pg. 1-27) "The proposed Home Depot center would utilize, store and sell hazardous materials such as solvents, paints and pesticides". (1-27). And I would add herbicides and fertilizers. It is also stated that pesticides and fertilizers would be used on the landscaping on the extension of Channel View Park. Again, any spillage and/or runoff of any of these materials can harm the Los Cerritos Channel and the San Gabriel River.

17

Hazards Associated with AES Generating Plant. (Pg. 1-27) The plant uses ammonium hydroxide, lubricating oils, caustics and oxidizers in its operation. Because the project would provide public receptors directly adjacent to the plant, Mitigation measures include the review of existing Business Emergency Plan, Hazardous Materials Release Response Plan and Risk Management Plan for the AES Plant and shall determine whether additional measures/revisions are necessary. The DEIR indicates this should be done before issuance of certificate of occupancy. I believe this should be done immediately for the protection of the current residents and schools in close proximity to the plant.

18

Cumulative Hazards and Hazardous Materials Impacts. (Pg. 1-28) "Implementation of the proposed project would not result in significant cumulative impact related to hazards and hazardous materials." HOW CAN THIS BE STATED WHEN IT HAS BEEN ADMITTED THAT STUDIES HAVE NOT YET BEEN DONE TO SHOW WHAT HAZARDOUS MATERIALS MIGHT BE PRESENT?

19

4.7: HYDROLOGY AND WATER QUALITY

Water Quality During Construction. (Pg. 1-29) The DEIR states that the applicant is required to prevent construction pollutants from entering the storm drains and into receiving waters. The mitigation includes submitting a plan (SWPPP), a copy of which will be kept at the construction site. I have great doubt any worker will ever read this, just as I doubt the construction contractor will inspect the BMP facilities before and after every rainfall for debris and discharges.

20

Shallow Groundwater. (pg. 1-30) Shallow groundwater at the site may need to be removed during construction. Discharge of groundwater into storm drains and receiving waters has the potential to significantly impact water quality. Dewatered groundwater from the site may need to be filtered prior to discharge into storm drains. Question: how much does this cost? The applicant should be required to set up a fund for the many unknown mitigation costs connected with this and Runoff During Construction (pg. 1-31).

21

Drainage and Erosion. (pg. 1-32) "The project would increase peak flows for the 50- year storm from approximately 17 cubic feet per second (cfs) to 42 cfs. This is due to the increase of impervious area from 29 percent to 88 percent." Why is there no mention of using permeable materials for the parking area? I would hope that the Home Depot Design Center would be able to supply

22

these. The runoff should flow into the native plant landscape areas to reduce the need for watering, not into storm drains and the ocean.

Cumulative Water Quality and Hydrology Impacts.(pg.1-32) I question the conclusion stated in the DEIR that "increases in storm flows were not considered to be significant because they will be contained within an existing drainage system with adequate capacity and erosion control features." I have seen this area flooded with the current peaks flow of 17 cfs. With the increase to 42 cfs, increased storm drain capacity should be provided.

LAND USE (Pg. 1-33)

Although a number of plans and approvals are required, the City of Long Beach has an outdated coastal use plan. When SEADIP was adopted in the 1970's, this site was in LA County, and was not annexed to the City of Long Beach until the late 1990's. It was recently recommended by the Los Cerritos Wetlands Commission that a moratorium be placed on any development in the SEADIP area until a new plan can be devised that will address all of the problems caused by development here.

NOISE (Pg. 1-36) Although the on-site traffic noise is expected to exceed City thresholds, requiring a six foot concrete or Plexiglas wall between Studebaker Rd. and the outside eating areas, the DEIR states that Off-site traffic noise will not increase enough for the human ear and thus no mitigation is necessary. Animals ears are much more sensitive to sound than humans and I would argue that the increased traffic and stationary noise will negatively affect the wildlife in the nearby Los Cerritos Wetlands.

Although loading noises may be less than the traffic noises, it would seem that the cumulative effects would impact the residents in the area adjacent to Loynes and Studebaker Rd. I question the conclusion that the noise level will not increase by more than 3dBA from existing levels, and thus require no mitigation. (pg. 1-38)

PUBLIC SERVICES AND UTILITIES (pg. 1-38)

Law Enforcement. "The project will generate approximately 316 employees. The nature of the project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services and there is some concern about increases in theft, burglaries and other property-related crimes. . . This increase may generate additional calls for police services."

Although there are numerous mitigation measures to deal with the possibility of crime, such as surveillance cameras, security lighting and alarm systems, no mention is made of the current need for additional police (from 100 to 300 more officers, according to the mayoral candidates). How is this going to be policed? The Towne Center on Carson has required additional police presence on site and in the neighborhoods, and Home Depot is likely to require the same.

Water or Wastewater Treatment Facilities/Wastewater Treatment Capacity. (pg. 1-40) "The project will generate approximately 10,000 gallons of wastewater per day. A new private sewer system will be installed on site." The DEIR also quotes a dry season and wet season study that showed that the sewer capacity in University Park Estates during wet weather would be overflowing with the additional output from Home Depot. When I questioned why the sewers should be fuller during wet weather than dry, as these do not carry storm runoff, I was told it was because the manhole covers leak! This must mean that the sewer pipes are leaking also, which means the adjacent water pipes are in danger of contamination. This appears to be a problem in need of solving before the sewer line is put in. The DEIR does not address the problem associated with putting the sewer pipe from Home Depot under Studebaker Rd., across the Los Cerritos Channel bridge to join up with the system at Vista and Loynes Dr. The constant vibrations from cars passing by these sites, plus the unstable soil and possibility of earthquakes, might create leaks in the pipe which would threaten the water in the channel and bay.

Landfill Capacity for Solid Waste. Although the DEIR admits that there is an existing deficiency in long-term waste disposal capacity at waste disposal facilities, it is stated that these additional impacts from the Home Depot site are unavoidable and remain Significant and Adverse. I would argue that not building the project would be a way to avoid this additional waste.

4.11 TRANSPORTATION AND CIRCULATION

This traffic analysis is totally inadequate.

It does not address the instability of and the dangerous driving on Loynes Drive which will certainly be used by trucks and cars as a shortcut from PCH to Studebaker. This needs to be addressed in the Final EIR.

Restriping Studebaker Rd. will not solve the problems of getting on and off the freeways, as the DEIR admits:

Studebaker Rd/SR22 westbound ramps: Significant and adverse.
 Studebaker Rd/SR 22 eastbound ramps: Significant and adverse.
 Pacific Coast Highway/7th St: Significant and adverse.
 Pacific Coast Highway/2nd St: Significant and adverse.

This means there are at least 4 intersections where gridlock will continue to occur daily with no mitigation possible.

When there is no way to mitigate problems caused by a project, then the Planning Commission must declare Overriding Considerations are necessary. How can anyone justify jeopardizing wetlands, water quality, air quality and additional traffic by building a Home Depot that a majority of the homeowners don't want or need? 31

Final questions have to do with the mitigation for Open Space along 7th Street. I understand that Home Depot only owns a portion of this area which they are claiming as mitigation for destruction of open space. What are the agreements with the other owners of the property: Cal Trans and the flood control district? Will the 1.37 acres be park land dedicated in perpetuity? 32
 Who will be responsible for maintenance?

Thank you for your consideration of my comments.
 Ann Cantrell

R-P-63**Lisa Williams**

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 4:36 PM
To: Lisa Williams
Subject: (no subject)

RobertRosas@aol.com

07/18/2006 08:19 AM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: (no subject)

University Park Estates, LONG BEACH, CA 90803

July 17, 2006

City of Long Beach
 333 W. Ocean Boulevard, 7th floor
 Long Beach, CA 90802
 Phone 562-570-6357
 email to: anreyno@longbeach.gov

Angela Reynolds, Environmental Officer

Fax 562-570-6068

RE: HOME DEPOT PROJECT EIR
response due by July 17, 2006

Dear Ms. Reynolds:

I live at 461 Peralta Ave. and I wish to register my complaints regarding the proposed EIR. I further believe that the city is not giving me the tax payer sufficient time to review such a large document over 1,000 pages of really flawed and unproven information. Please note my objection to the following topics.

1. TRAFFIC-

A study of five intersections is not appropriate, every resident in our association and those surrounding us will be affected. We have children that walk to our neighborhood school. We already have problems with citizens running the stop signs at 6th and Margo, 5th and Margo and Vista and Margo. Show us how our quality of life as we know it will not be affected by the increased traffic through our neighborhood, the studies done by LSA 12/2004 are in accordance to plans and codes from 1975, 1977, 1978, 1987, 1988 there was no study other than of LSA. Tell me how many dB does a truck hulling a full load of dirt make? How many trucks will go over our residential streets? Who will be in charge of repairing them when construction is finished? Have you seen figure 16 (direct travel routes through major arteries). Can we get police enforcement when citizens, neighbors and school guest, truckers run our stop signs? What will happen in front of our school during construction?

2. SEWER-

The report does not adequately address the sewer needs for this project or any other retailer that would be part of the home depot development. Most disturbing is that the sewers are addressed only by a draft letter copy that was sent to Mr. Larry Oaks Engineering Technician II at the Long Beach water department. Was a sewer permit issued? Table 1 City of Long Beach Sewer Manhole at Bixby Village Golf Course Parking Lot, 10-inch VCP. This study was done during the week of 12/12/2003-12/18/2003 which states that the peak allowable flows are 282 GPMs. Sewer study for the project by CGVL engineers states the development will have a peak

sanitary flow discharge of 328 GPM and an average of 8.5 gpm. Was a decimal point left out? Does this study take into account the recent rain storms. A search of the historical data would prove this study is not a true picture of what happened during this past rain storm. Today's LBReport.com reports a malfunction at a L. A. County pump station near Studebaker Rd, how many times must we have closed beaches due to a sewage spill?

3.NOISE-

The noise we will hear will only be during the construction and grading period anticipated to take 8-10 months. Trucks and other heavy equipment will be moving approximately 58,950 cubic yards of material with a net of approximately 21,970 cubic yards being exported or trucked out. Roughly this translates to one football field 2 stories high of dirt and material to be moved in a one year period. Margo Ave. at the intersection of 5th and Margo has a history of having windows vibrate and one original neighbor filed suit because the noise was so great and rattled her windows she and her husband need to have non rattling windows in their home. Yes, there are going to be monitors and logs kept who will monitor our home owners association??? Realistically, how many trucks will it take to remove the tanks and contaminated dirt? A large truck can hull 5 cubic yards per load? Does that mean that there have to be no less than 6,000 trucks traveling on our streets in an 8-10 month period as per figure 16 in the EIR.

I, along with the rest of my neighbors object for the reasons of unanswered questions listed above, I am concerned that the sewer, traffic and noise issues have not been properly addressed. Nor is the city requiring sewer issues be dealt with prior to issuance of any kind of permits. Who will be responsible when the sewers back up? Who will be responsible for the children not learning the year of construction and grading? Should we close Kettering for the year? Margo residents refuse to be listed as "Cut-Through" Travel Route 3 which incidentally goes in front of the school as well as portion the portion of 5th street to Silvera.

I look forward to your response to my concerns as soon as possible.

Sincerely,
Robert R. Rosas

461 Peralta Ave. L. B. CA. 90803

cc: Major and
All Long Beach City Council Members
Community by way of www.upena.com

R-P-64

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 4:56 PM
To: Lisa Williams
Subject: Home Depot EIR

"Kathie Crawford" <kc Crawford@Verizon.net>

07/17/2006 03:13 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Home Depot EIR

We wish to voice our concerns about the issues inadequately addressed in the DEIR for the Home Depot project.

The developer has not adequately answered the overwhelming traffic congestion that will result from this proposed development. In addition, the city should be very concerned about the combined impact of this project and those additional projects in the close vicinity such as the Seaport Marina Hotel and the Seal Beach developments already underway. All will add a huge amount of traffic to an area already in gridlock mode at high traffic times.

We believe that the city should do its job of planning and should have a wide and long-range view of the area. This very well may mean that a moratorium should be called until the departments and officials responsible do their job. It would be a very good time for this city to actually think through a development plan in advance and make a plan that will serve the community, not just the developer.

Thank you for your consideration.

William R. Crawford, III
Kathleen N. Crawford
421 Linares Avenue
Long Beach, CA 90803
562 598-5967

7/18/2006

R-P-65

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 7:41 AM
To: Lisa Williams
Subject: Response to 2nd EIR on HOME DEPOT Lynes and Studebaker
Attachments: Angela Reynolds 7-16-06.doc

"magolden@netzero.net" <magolden

07/17/2006 02:30 PM

To: angela_Reynolds@longbeach.gov
cc: StopHomeDepot@aol.com, U2RADahl@aol.com
Subject: Response to 2nd EIR on HOME DEPOT Lynes and Studebaker

I will drop off hard copy likely in the next few days

Mary Anne Golden 6016 Bixby Village Drive #44 Long Beach, CA 90803 562-498-0981

July 16, 2006

City of Long Beach

Angela Reynolds, Environmental Planning Officer

333 W. Ocean Boulevard, 7th Floor

Long Beach, CA 90802

RE: 2nd EIR report review

Dear Ms. Reynolds:

I have reviewed the 2nd more comprehensive EIR report. It addresses several issues related to my letter date June 15, 2005, but not all I asked:

1. **HAZMAT Poisons and the nesting birds on the actual physical property:** The site is filled with poisons, which will be airborne during building, which will take a year. The 2nd study shows that the Kettering Elementary School is ½ mile away, and therefore, "out of the danger zone." Please explain to me how the children's lungs know that they are "out of the danger zone." Birds and animals will move further away, because they are able to- I hope. Asthma is already a serious problem in the Long Beach Community due to the Port Pollution, and humidity. Long Beach is NOT a clean place to live. We don't need to add to the problem with a Home Depot we do not need.

June 15 05 letter: Birds and other creatures don't nest where they know their offspring will be harmed. In the east, working coal miners took live canaries into the mines to know when the air was unsafe. If the canaries died, the humans knew to GET OUT OF THE MINE. Free birds are smart enough to know to stay away from poisons.

7/18/2006

2. Adverse Air Quality Deaths and Hospitalization:

The 2nd report addresses "cancer" issues related to poisons in the air, and that most times the "air quality" will be okay that is, meeting Federal emissions standards. No where in the report did I read the criteria of the government standards by "person." I assume they are based on health male adults, not senior citizens, who live nearby, and children. Please let me know what the criteria measurement of the study was based on what type of person?

60% of asthma attacks are caused by environmental allergens. Children are most vulnerable, as are animals, which can not speak. Smog kills prematurely 750 people a year in California. This number will rise, due to the changes with Home Depot and the other building in Seal Beach, in this area. How much will it rise was

June 15, 05 letter: I know a family that relocated from Long Beach to another cleaner air city. The number of deaths of seniors and youths, the most vulnerable members, for breathing, was not numbered in the EIR, which can be tallied and measured.

Why was this not assessed directly in the EIR? Children's lungs are not developed as adults. Kettering Elementary School, which has asthmatic children, is across the street from the proposed site. A 9,000 unit senior citizen's retirement community is adjacent to the proposed Home Depot site. You can bet the number of deaths and hospitalizations will increase during construction as well during the actual "use".

3. COMPLETE CUTAWAY Disregard and Traffic accidents and deaths increase.

Study of this area was addressed, somewhat. The traffic study was more extensive and included Loynes Drive and PCH as well as Bixby Village Drive and Loynes Drive. The study of the traffic shows the impact on the PCH/7th intersection, as well as the Bellflower/PCH intersection, which is clear the traffic will be terrible.

I did not read of preventive measures related to stopping 18-wheeler trucks from using Loynes Drive. The street is already dangerous. The additional cutaway and other traffic will completely ruin the street, which is a hazard as it is today, with deaths and accidents.

June 15 2005 letter: This week there was a traffic death on LOYNES AVENUE (1st week of June). LOYNES will be the cutaway street to the Home Depot that THE EIR DID NOT ADDRESS THIS STREE, WHICH IS A LOCAL TRAFFIC STREET, AT ALL.

Putting up "children at play" and not a through street signs is not an acceptable solution. We don't want the Home Depot built.

Home Depot is still planning three entrances and exits. I wanted ONE entrance and exit. This will cut down on number of deaths and accidents. I don't understand why three are necessary.

The road width will not increase, and the center is not addressing the current number of fatalities, which are available from the CAL TRANS Department. WHY?

June 15 2005 letter: The number of new accidents and deaths from the increased traffic can be calculated. **Why was this number not shown in the EIR?** The accidents will increase with ONE entrance. HOME DEPOT IS PLANNING THREE ENTRANCES ON STUDEBAKER ROAD, as well as a PEDESTRIAN WALKWAY ACROSS THE HEAVILY TRAVELED STUDEBAKER. It is all just ridiculous.

4. June 15 2005 letter: ILLEGAL Transient population existence/increase: The increased illegal transient population "day laborers" that stand outside/wait at Home Depots for work will be sleeping in the nearby parks and golf course, creating assaults and battery, breaking and entering homes and leaving trash. There are no local

R-P-65 ↑ 10

public restrooms. Where can they be expected to go to bathroom?

The EIR did not cover illegal/transient issue at all. This issue will impact neighbors and people who work in the United States in general. I am not pleased at the fact that you have not asked Home Depot to address this issue at all that goes on and on in so many neighborhoods. And they allow it... over and over and over. 11

June 15 2005 letter: **Contrary to the Government Solutions Lies** The first EIR contained only three letters PRO HOME DEPOT and a hundred and some letters **AGAINST HOME DEPOT. We do not want it for traffic, pollution, and ruination of roads.** 12

THE NEIGHBORHOODS DO NOT WANT THIS HOME DEPOT.

This stays the same: I would really like a park or open space. Ask Home Depot to take the tax write off to donate for a park. 13

Please let me know if you have any questions. Thank you.

Sincerely,

Mary Anne Golden

Cc Stophomedepot

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 7:48 AM
To: Lisa Williams
Subject: Re: Home Depot EIR response
Attachments: HDEIR_2_response.pdf

Belinda Freeth <bfreeth@freethmoroz.com>

To: angela_reynolds@longbeach.gov

cc:

Subject: Home Depot EIR response

07/17/2006 03:39 PM

Attached is my response to the recently released EIR for the Home Depot project at Studebaker and Loynes.

1

Please include it in the record.

Belinda Freeth
Freeth/Moroz, Inc.
562.431.9611

July 17, 2006

Angela Reynolds
Environmental Planning Officer
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802
Angela_Reynolds@LongBeach.gov

CC: Morton Stuhlbarg
Matthew Jenkins
Leslie Gentile
Charles Greenberg, Chairperson
Mitchell Rouse
Nick Sramek
Charles Winn

m.stuhlbarg@siscoproducts.com
matthew.jenkins@sdd-inc.com
leslie_gentile@fernaldesign.com
seegee@charter.net
msrouse@charter.net
nicholas.sramek@aero.org
srcbwinn@aol.com

RE: Home Depot Project at Studebaker and Loynes

Dear Ms. Reynolds.

I have reviewed the re-circulated Home Depot EIR, and still oppose the project. In my view, traffic, pollution and additional Long Beach development issues have not been properly addressed. My husband and I moved to University Park Estates because it was one of the few clean and safe places to raise two children here in Long Beach. Like most of the families in our neighborhood, we are shocked and disappointed at the prospect of having a Home Depot shopping center built so close to our home with no infrastructure or pollution and traffic mitigation to support it. Having lived here for over ten years, we know all too well of the traffic conditions that already plague 7th, Loynes, PCH and Studebaker without this additional retail attraction. We enjoy the abundance of wildlife that share one of the last open spaces in Long Beach with us, and know the impact such a project will have on this delicate ecosystem. Below are the reasons I strongly oppose this project:

Traffic and pollution:

- It will add to the already congested traffic conditions in and around this area.
- It will add to the number of fatality accidents on Loynes, and pose a danger to people who use the walk/bike path between Loynes and the golf course.
- It will further diminish our neighborhoods air quality and threaten the quality of life for our children, and elderly, who are most susceptible to asthma and other breathing difficulties.
- It will add to the noise pollution level that has already increased in this area over the years due to the Long Beach Airport.
- Shoppers, contractors and itinerant workers will use our neighborhood as a "short cut" to avoid heavy traffic on Loynes, Studebaker and 7th.
- The City has not factored in the additional impacts that the Seaport Marina project will have on this area.

Inadequate mitigation:

- The toxins measured in the soil and the planned fugitive dust mitigation outlined in the EIR seems especially alarming to me. My family will have no choice but to breathe this air during construction. My children, and many others, attend Kettering Elementary. These kids will be playing on a playground that is very close to this toxic construction site. What will the future hold for their health? Unfortunately, the EIR can't tell us that. Sprinkling the construction site twice a day, and oversight by the Long Beach Fire Department is nowhere near adequate when the health of these children are at stake.
- The sewage plan outlined in the EIR is also inadequate. Odor control devices do not work as proven by L.A.'s Hyperion Water Treatment Plant. It defies common sense to plan to tie in to a fifty-year-old, 8" pipe that is already serving to maximum capacity.

This project is not in line with the City's 2010 Strategic Plan:

- Economic Goals of the City's 2010 Strategic Plan:
Goal 2: "Create a work force plan to promote better jobs and wages" — this project creates mostly low wage jobs.
Goal 3: "Balance business growth with neighborhood needs. Revitalize shopping districts serving neighborhoods, rather than focusing on large retail projects" — this project can be called a "large retail project" and, therefore, is not in line with the 2010 Strategic Plan.
- Environmental/Sustainability Goals of the City's 2010 Strategic Plan:
Goal 3: "Improve management of water resources and restore wetlands and riparian habitats. With more than 95% of California coastal wetlands lost to development, Long Beach must preserve and restore its remaining wetlands."
- Our City officials continue to rely on retail as a short-term financial fix, but it only continues to create more low wage jobs for Long Beach residents. Long Beach would be wise to recognize the long-term benefits of attracting middle- and high-income jobs to its communities. You only have to look as far as Santa Monica to see the long-term benefits of that.
- It is our elected officials and City's responsibility to balance opportunity with issues that affect the quality of life for Long Beach residents. This project so adversely affects living in this area, it must not be approved.

In closing, I urge our City and elected officials to attract a development that offers high-income jobs, 9 - 5 office hours, low or no weekend activity, and a better sewage disposal infrastructure and construction mitigation plan to protect the health of the Long Beach families near this site.

Sincerely,
Belinda Freeth — 340 Linares Avenue, Long Beach, CA 90803



R-P-67

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 7:50 AM
To: Lisa Williams
Subject: Re: Home Depot Design Center

Mike Nunley <mnunley@bhccrane.com>

07/17/2006 03:23 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot Design Center

Angela Reynolds
 Environmental Planning Officer
 Department Planning and Building

Ms. Reynolds,

Please let me begin by introducing myself. My name is Michael Nunley, My address is 308 Claremont Ave., Long Beach. I have been a resident of Long Beach my entire life. As a matter of fact, my mother was raised in Long Beach. Myself, my brother, and three sisters were raised here, and I have three children who were raised and went to school here. Long Beach has been a home to my family for three generations. I have always been proud to call this city home. Until recently I have never felt a need to write a letter, or to express a concern over the politics of our city. I have always trusted our elected officials to make the right decisions and keeping the best interest of our citizens in mind. For the most part, this has always been the case.

However, I have developed a concern listening to the arguments of a few individuals over the proposed Home Depot project. I attended the study session a couple of weeks ago and was amazed (or disappointed) at the comments from the people who oppose this project. My first observation was, each one of the opposing speakers were from the same neighborhood, University Park Estates. No one from any other area of Long Beach spoke against this project. These people would have you believe as though all of Long Beach sided with their views. This couldn't be further from the truth. My neighbors here in Belmont shore are looking forward to this design center being built. Friends of mine that live north of 7th st are excited about the project. To be quite honest Ms. Reynolds, outside of hearing the residents of University Park Estates complain, I have never heard anyone else make a negative comment over this project. The way the opponents took to the microphone and applauded each other, you would think they had the support of the other tens of thousands of Long Beach residents. Fortunately, that's not the case. They are just a small minority.

Regardless of what these opponents are saying, this issue is truly not about Home Depot. It's not even about additional traffic. This is about isolationism. This is about a small group of individuals feeling as though they are better than the rest of us who live here in Long Beach. It is about a small group of people who feel as though they can bully the rest of us and get their way. It is about a small group of people that want to decide what they want to do with, what is now only an eyesore. Their only concern, is of themselves, not the city. I drive everyday on Studebaker road, traffic has never been an issue. Now, with the proposals that are being made by the developer to address any additional traffic, I truly expect our traffic situation to improve. University Park Estates is an island to it self. It always has been. The residents seem to care only about protecting their own isolated world. This is evident by driving through their neighborhood. One hour parking signs are posted throughout. Underneath is another sign saying "Except with a valid *Preferential* Residential permit". I live in Belmont Shore where historically parking is horrible. We don't have signs preventing outsiders from parking in front of our homes. We don't cry about traffic on 2nd street during the summer when thousands drive in to shop

and enjoy our beaches. We accept that this is a part of our life living in this wonderful city.

Another observation was, most of the speakers I saw at the study session were an older group, many of them retired. And probably no longer have any use for a design center. But, not present were any of the thousands and thousands of our cities younger residents. The home owners that make up a large portion of our city. These people, these voices, are unfortunately too busy raising family's, and working, to be involved in the politics of this project. They are trusting that you are going to do the right thing for them. That you will take into consideration their views. These are the people that would and could use a design center. These are the people that are working, and improving their homes to make this city attractive.

The attitude they are displaying is elitist at best. These 50 or 60 people who have their own agenda, do not speak for the rest of us who live in Long Beach. This project is good for our city, and it is good for all of it's residents. Please, don't be swayed by a few vocal residents that only want to keep their world to themselves. This is our city, all of ours, and we all deserve to enjoy the benefits this project offers.

Thank you
Mike Nunley

R-P-68

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 7:53 AM
To: Lisa Williams
Subject: Re: Potential SPAM:Potential SPAM:Opposition to Home Depot proposed development

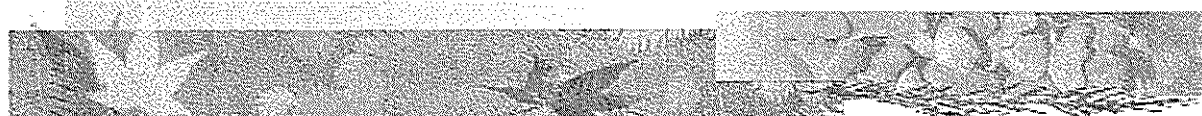
"Jan McEveety" <jan.swim@verizon.net>

07/17/2006 11:51 AM

To: <Angela_Reynolds@longbeach.gov>

cc:

Subject: Potential SPAM:Potential SPAM:Opposition to Home Depot proposed development



Dear Angela:

I am a resident in University Park Estates who would like to give you my opinion on this matter. My first reaction to this is why do we need another Home Depot? I have also read some of the EIR findings. I agree, there must be a Master Plan in place and traffic is the major consideration here. Since living in Long Beach (16 years) I have noticed a large increase in traffic--and 7th street is already bottle necked in the evenings and weekends. Also, the wetland area must be preserved. I love living here but to put up with retail traffic and stores around every corner is tough. Please support those of us who live here and do our part to support Long Beach.

Thank You

Jan McEveety
321 Linares Ave.
Long Beach CA 90803

R-P-69

Lisa Williams

From: Craig_Chalfant@longbeach.gov
 Sent: Tuesday, July 18, 2006 7:55 AM
 To: Lisa Williams
 Subject: Re: FW: RE: Home depot

"ABBA NOVIN" <abbanovin@msn.com>

To: angela_reynolds@longbeach.gov

cc:

Subject: FW: RE: Home depot

07/17/2006 12:17 PM

>To Whom It May Concern:

>

>I am a University Park Estates resident and reside at 6235 Parima
 >Street. I am writing you in opposition of the proposed "Home Depot
 >Project" at 400 Studebaker Road. There are several factors contributing
 >to my opposition of this project:

>

>Traffic

>Having lived in Long Beach for nearly 30 years and University Park
 >Estates for 15 years, I am very familiar with road conditions and
 >traffic patterns. A Home Depot would further impact an area that has
 >some of the most congested intersections in the city. Loynes is a
 >terrible street it's built on a landfill and increased traffic would
 >only lead to problems. This area already experiences traffic bottlenecks
 >(along Pacific Coast Highway at Second and Seventh streets.) The EIR
 >traffic analysis shows the intersections at Pacific Coast Highway at
 >Seventh and Second streets would "continue to operate at unsatisfactory
 >levels in the weekend midday peak hours." The proposed project would
 >create a significant, inevitable impact at these intersections during
 >the weekend period-including construction trucks. In addition, the
 >street condition of Loynes is poor and increased traffic flow would only
 >complicate matters.

>Wetlands

>

>The proposed Home Depot Project could compromise efforts to restore the
 >nearby Los Cerritos Wetlands' sensitive habitat.

>

>Air Quality

>The report suggests that "there also would be significant and adverse
 >air quality impacts related to the demolition of the oil tanks and
 >grading with the sources coming from emissions from construction
 >vehicles and "fugitive dust" from the graded areas." The families living
 >in nearby neighborhoods, as well as the children attending nearby
 >schools-should not be subject to this.

>Noise

>

>Increased traffic flow, would lead to more noise in the area. This would
 >hinder the otherwise quiet, peaceful neighborhood.

R-P-69

>
>Furthermore, Signal Hill has two Home Depot stores that are rather close
>to East Long Beach. There is no need for another Home Depot in the area.
>I am not opposed to redeveloping the proposed area, but feel we can do
>much better than a Home Depot as an anchor.

6

>
>In conclusion, the proposed Home Depot Project would bring about
>numerous problems that would lower the quality of life for local
>residents and lower property values.

7

>
>Thank you for your time and consideration.

>
>
>
>Concerned Resident,
>Abbas Novin

>
>

R-P-70

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 7:59 AM
To: Lisa Williams
Subject: Home Depot Development

"The Jordan 4" <the.jordan4@verizon.net>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Home Depot Development

07/16/2006 09:33 PM

Jordan

411 Linares Ave.
Long Beach, CA
90803

Angela Reynolds
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA

July 16, 2006

Dear Ms. Reynolds and Members of the Planning Commission:

I realize there are "due process" and "fairness" components inherent in the consideration of any development or building in Long Beach. And I appreciate and applaud the efforts of city staff and the City Council in ensuring all concerned parties are notified of potential development and their concerns are heard. With that said, and the EIR and DEIR processes relating to the Home Depot project at the Studebaker/Loynes location culminating, it is now time to consider only the positive and negative impacts of such a development as it relates to the quality of life of the residents of this city: the quality of life of those who will be most directly affected by such a development, the residents of the Southeast section of the city. I do not mean the residents of the city as a whole, or those who might benefit from the increased tax revenue or number of new jobs in the city. Please know that this is not a case of an Eastside resident disregarding the needs of the rest of the city. I am attempting to promote and stress the need for intelligent long-term planning in this city. I don't believe that the city government allowing developers to cover every piece of land in the city with a commercial or residential development is responsible representation of the needs of its people.

Since 1929, four generations of my family have watched as indiscriminate, shortsighted development has created a windfall for developers and a disaster for those of us who have had to live with those choices. Large and small scale development of multiple-unit residential buildings in what were previously neighborhoods comprised of single family homes is a great example. Bluff Park, Belmont Heights, Alamitos Beach, Drake Park, Wrigley, and many other neighborhoods bear the indelible stain of a lack of long term foresight as it relates to development. The Galaxy Tower building in Bluff Park houses hundreds of people on lots where only several families lived prior to its completion. What would Ocean Boulevard look like without that big, blue monstrosity? Do I need to mention the multiple incarnations of the Long Beach Plaza; the continuous battle over the port and its never ending expansion; the LNG terminal and airport issues?

Great pressure is obviously being applied by the owners and developers of properties that want to do business in our city, the Home Depot project being an excellent example. That does not mean we have to acquiesce to their desires. Simply deny the zoning variance. That site has never been anything other an industrial development. When University Park Estates was originally developed, people moving into the neighborhood knew they would be living across the street from a power plant and that tank farm—those facilities were already there. The owner of the tank farm property gambled when he purchased it and decided to petition the city, and thereby its residents, to change the properties use. Why are the residents of the city now faced with losing that gamble?

I thank you for your time and deliberation of my opposition to the Home Depot development in East Long Beach. I know I am not alone in appealing to the city for cessation of that type of development on the site. I expect our opposition to be given every consideration.

Sincerely,
Douglas M. Jordan

P. S. The following is a transcript of a letter I had sent to you in June, 2005. My concerns contained herein have not been adequately or honestly addressed in either the original EIR or the subsequent DEIR:

I am writing to express my grave concern regarding the proposed development (the "Home Depot" project) of the former tank farm site located on Studebaker Road, at the terminus of Loynes Drive. While this project may be of benefit to the financial status of both the developer and the City of Long Beach, I see little or no benefit for the residents of many of the neighborhoods on the East side of the city. Is this development to be another case of the few making decisions for the many under the veil of "...in the best interest of all residents"?

My family purchased the residence at 411 Linares in April of 1970. I resided in "the Hole", as locals still refer to it today, very happily until 1983. The neighborhood has not changed significantly since that time, but the surrounding area has certainly changed quite a bit. My wife and I have now purchased my mother's home and are returning to the neighborhood with our children.

The Home Depot project has risen like a dark cloud over what was once a clear decision to move into University Park Estates. I ask that the planning commission consider and weigh carefully all the long term ramifications of such a project, not simply the short term benefit of it. Listed herein are our questions and concerns, to date, with the projected development:

Loynes Drive was not designed to carry the amount and type of traffic that would surely be generated by a retail center. Any person who has traveled that road even once remembers it as akin to a roller coaster. The speed limit is one of the lowest for a four lane road anywhere in the city—for good reason. I have personally witnessed several accidents on Loynes and I am informed that another fatal accident recently occurred there. The road is dangerous! Any increased vehicular traffic on all surrounding roads would most certainly negatively impact the health and well-being of the residents in close proximity to them due to the increase in unhealthful emissions and noise generated by such traffic. These and other concerns regarding Loynes Drive, Studebaker Road, Westminster Boulevard, Pacific Coast Highway, Seventh Street, and the avenues and streets of the surrounding neighborhoods have not been truthfully and completely addressed in the Draft Environmental

Impact Report (DEIR). Retail sales revenues (profits) are predicated on "traffic".

The sanitation system is inadequate in supporting current levels of use. Any retail development of the site would further stress an already perilous system, creating health hazards for residents and visitors alike.

5

The potential negative impacts on flora and fauna in the area have not been evaluated accurately. The development's close proximity to undeveloped land ensures a negative impact on animals and plants in those areas.

6

Neither the developer nor any high ranking employee of Home Depot lives in our fair berg. As a result, their desires should be subject to the will of the residents who chose to live near an area zoned for industrial rather than commercial use.

7

I pray this will not be another case of the elected officials and employees of the City of Long Beach ignoring their constituency and those who pay their salaries. You are bound by your duty to serve the best interests of each individual resident of the city, not the perceived greater good for all residents (tax revenues). This is not a fight over expansion of an entity that has existed as long as or longer than the homes near it—the port and the airport come to mind. It is a fight to maintain the quality of life for which we all strive. I ask that the planning commission and all concerned parties to consider seriously all opposition to the proposed Home Depot Center as an attempt to preserve many of the aspects of the city that make living here a pleasure for us all.

8

R-P-71

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 8:02 AM
To: Lisa Williams
Subject: Home Depot

Myahodges@aol.com

07/17/2006 11:16 AM

To: Angela_Reynolds@long beach.gov
cc:
Subject: Home Depot

As a resident of East Long Beach, I am very concerned about the EIR for Home Depot. From reading the Press Telegram it seems the main interest of the city is the revenue of 2.5 million that they hope to get from HD. That has to be completely insignificant in view of the millions upon millions that will be required to deal with access to that area. The roads, bridges, landfill issues, contaminated land etc etc alone will be an ongoing drain to the city, without even considering the other needs the area will require.

That whole area looks like a real boom to developers but it will be like putting a thin layer of paint on an old worn house just to sell it. The developers will be long gone with the profits and the city will have the 'pealed off' paint to deal with. That will be the legacy of The city officials allowing such things.

As one of the major accesses to the booming downtown and numerous housing areas and businesses blocked on one side by the ocean, the 7th street, Westminster, PCH, and Studebaker areas are often a parking lot now. After 40+ years of living at Studebaker and 7th, I no longer shop downtown or south of 7th street. I find I waste less gas and less frustration by going north to Willow and shop in a more user friendly Orange County.

I hope the city will find a credible company to do an EIR fair to the Long Beach constituents who will look at the whole area including wetlands that may be lost forever to greed and plan the area so we can again appreciate Long Beach.

Thank you for listening. MA Hodges, E. Lees Way, Long Beach

R-P-72

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, July 18, 2006 9:46 AM
To: Lisa Williams
Subject: Re: home depot

Judyreagan@aol.com

To: Angela_Reynolds@longbeach.gov
cc:
Subject: home depot

07/17/2006 10:39 AM

Angela,

My name is Judy Reagan and I live in the Belmont Mobile Estates Park. I am very upset about the manner in which the Home Depot has gone about developing their new project which would be housed on Studebaker. I was at the July 6th meeting and listened very carefully. We were told to go visit the Home Depot in Brea. After spending several hours trying to find the location, I did visits and my worst thoughts came true. We were told at the meeting that the new Home Depot in Long Beach would be like the one in Brea. The Brea building is just another Home Depot with fancier signs. If you have not seen this one you really should visit. If you do not have time, I have pictures I can send you. I called the corporate headquarters in Atlanta and specifically asked if there were any stores that were strictly design centers. I was told there were not. I was told that stores were being built with design centers inside but, with the exception of the Expo stores, the name of all stores present and future are called Home Depot. It is the belief of many of us that we are being lied to by this company and you have the unfortunate job of being the messenger. Please let me know where we are on this whole thing.

Judy Reagan

1

R-P-74

Michael E. Gordon

725 Rose Avenue

Long Beach, CA 90813

michael e. gordon

7 June, 2006

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Dept. of Building and Planning, 7th Floor
333 West Ocean Blvd.
Long Beach, CA 90802

Re: comments on Home Depot Project on Studebaker Road

Ms. Reynolds:

I hereby submit my recommendation for Alternative I: No Development/No Build Alternative, for the proposed Home Depot Project on Studebaker Road.

Long Beach does not need increased impacts upon its environment, nor does it need the increased traffic, noise, emissions, or decreased quality of life for the surrounding residents. Long Beach also does not need an additional Home Depot (there are already two locations in Long Beach and Signal Hill), nor does it need additional dining and retail development. Enough is enough. What Long Beach is critically short of is open space (for humans and wildlife). I ask that the city support open space and recommend Alternative I: NO Development/NO Build Alternative.

Thank you for your consideration.

Sincerely,



Michael Gordon

R-P-75

June 12 2006

Angela Reynolds
Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th floor
333 W. Ocean Blvd.
Long Beach, CA 90802.

Re: Home Depot EIR Comments

After reviewing the draft environmental impact report (EIR) I strongly oppose the proposed Long Beach Home Depot Center for the following reasons:

The 1989 General Plan and 1991 Transportation Plan were based on "moderate population growth" over two decades. To accommodate this growth the 1991 Transportation Plan included key traffic projects such as grade separations at the Traffic Circle, widening of Alamitos Avenue to PCH, and the construction of the Iron Triangle grade separation. These "key" traffic projects have been either delayed or cancelled.

Since this time the Long Beach has rezoned many areas of the city for high density residential and large scale retail development without a comprehensive plan to handle the increase in traffic throughout the city. Long Beach's 2006 General Plan and Mobility Plan updates are now on hold. The city does not even have an area master plan to handle increases in traffic, noise, or air pollution from the proposed developments at the Home Depot/ Sea Port Marina Hotel/Marketplace sites or the downstream effect of 1000's of recently built high density downtown residential units.

The city has not addressed the increased traffic coming off the 404/22/605 freeways onto 7th street to downtown- the most direct route. Recent high density downtown developments will bring thousands of new cars and trucks directly past this already congested & polluted area. Freeway pollution at the 605/405/22 interchange will also increase due to area growth. The increased traffic congestion on 7th street/PCH/Studebaker/Westminster Street will encourage high speed cut through traffic onto local residential streets. The 1991 Transportation Plan noted the effect of increased congestion on residential cut through traffic- but little has been done to mitigate the problem.

Many residential streets already have a problem with 10-14 ton diesel tractor trailer trucks cutting through residential neighborhoods to avoid congested arterial streets. The attached spreadsheet shows diesel truck cut through on Park Avenue to 2nd street and downtown businesses. Park Avenue is a residential collector street restricted to "No Trucks Over 3 tons". This is the short list (down by 90%) after a 2 ½ year campaign in which residents regularly called companies to request that they reroute their trucks. Residents have been told by truck distribution managers that there is essentially no Police enforcement of truck routes/limit signs and that their drivers use the easiest routes. Loynes and neighboring residential streets will be a natural short cut for contractor and semi-tractor trailer delivery trucks using the Home Depot. There is already a semi-trailer truck cut-through problem through Alamitos Heights- off of 7th street, onto Bellflower, onto Loynes/PCH and back.

It is doubtful that a thorough EIR can be prepared for the Home Depot Center until a complete assessment of the environmental impact of the city's recent and planned growth have been accounted for. Long Beach does not have an effective plan to route cross town traffic away from established residential neighborhoods nor an adequate Police budget to enforce current truck restrictions or vehicle speeds.

Given the well documented health effects of existing port/airport/ noise/traffic pollution on Long Beach residents I hope that city officials will place a moratorium on further growth until the 2006 General Plan and Mobility Plan have been reviewed, approved and fully funded.

Respectfully,



Kerrie Aley
279 Park Avenue, Long Beach, CA 90803

R-P-75

Park Avenue Truck Report

Truck Name	Date Sighted	Date Contacted	Time Sighted	Direction
7-Up	7/28/2005		10:39:00 AM	SB
ABF	6/23/2005	6/2/2005	12:30:00 AM	NB
Albertsons Sav-on 53"	10/13/2005		7:18:00 AM	SB
Albertsons Sav-on 53"	10/2/2005		9:17:00 AM	NB
Alladena Semi-Trailer	8/30/2005		12:14:00 PM	NB
Alladena Semi-Trailer	12/29/2004	12/29/2005		
Alladena Semi-Trailer	1/19/2005	1/19/2005	8:19:00 AM	SB
Alladena Semi-Trailer	11/9/2005		1:00:00 PM	NB
Alladena Semi-Trailer	11/23/2005		2:45:00 PM	SB
Arrow Stage Lines	4/30/2005	4/30/2005	9:51:00 AM	SB
Bakemark	1/11/2005		6:55:00 AM	NB
Bakemark	2/27/2006		7:09:00 AM	NB
Bakemark	3/8/2006		9:44:00 AM	NB
Bakemark 40 ft Semi-Trailer	1/12/2005	1/12/2005	7:54:00 AM	NB
Bakemark 40 ft Semi-Trailer	10/26/2005		8:38:00 AM	NB
Bakemark 40 ft Semi-Trailer	11/30/2005		8:00:00 AM	NB
Bax Global Semi-Trailer	12/28/2004	12/29/2005		
Bax Global Semi-Trailer	1/4/2005	1/4/2005	11:42:00 AM	SB
Bax Global Semi-Trailer	3/14/2005	3/16/2005		
Bax Global Semi-Trailer		1/12/2005	12:20:00 PM	SB
Bax Global Semi-Trailer	1/10/2005	1/12/2005	1:18:00 PM	SB
Brinks	4/11/2006		8:45:00 AM	SB
Brinks	3/30/2006		9:01:00 AM	NB
Brinks	5/17/2006		9:11:00 AM	SB
Brinks	4/4/2006		8:24:00 AM	SB
Brinks	5/23/2006		9:10:00 AM	NB

R-P-75

Truck Name	Date Sighted	Date Contacted	Time Sighted	Direction
Brinks	5/19/2005	5/19/2005	5/19/2006	NB
Brinks	4/24/2006		8:30:00 AM	NB
Brinks	3/31/2006		9:12:00 AM	NB
Brinks	3/30/2006		8:19:00 AM	SB
Brinks	5/8/2006	5/8/2006	8:21:00 AM	SB
Bud Light Semi-Trailer	12/28/2004	12/28/2005		
Budweiser	5/30/2005	5/20/2005	9:10:00 AM	SB
Budweiser	5/27/2004	5/30/2005	11:30:00 AM	GB
Budweiser	10/20/2005		10:09:00 AM	
Childrens Place	11/30/2005		9:51:00 AM	NB
Childrens Place	3/31/2006		8:01:00 AM	NB
Ciao Bella	7/12/2005		12:04:00 PM	SB
Ciao Bella	7/12/2005		12:27:00 PM	NB
CocaCola Truck	1/14/2005	1/18/2005	9:24:00 AM	NB
CocaCola Truck	1/28/2006	1/28/2006	9:11:00 AM	SB
CocaCola Truck	3/11/2004	3/11/2005		
CocaCola Truck	1/28/2005		9:50:00 AM	NB
CocaCola Truck 53"	10/21/2005		10:30:00 PM	
Corona Light Semi-Trailer	1/10/2005	1/12/2005		SB
Corona Semi Tractor Trailer	5/23/2006		9:28:00 AM	NB
Doritos	1/24/2005	1/24/2005	8:49:00 AM	NB
EGL	3/31/2006		10:08:00 AM	SB
Enterprise Rent A Truck		1/5/2005	11:31:00 AM	SB
Forest Glen	3/31/2006		3:12:00 PM	SB
Forest Glenn Semi-Trailer	11/23/2005		8:52:00 PM	SB
GSE (TSE)	4/25/2005	4/26/2005	7:25:00 AM	NB
Harbor Distributing	5/4/2005	5/4/2005	8:29:00 AM	SB
Hasco Alaska Oil 40 ft Semi-Trailer	1/18/2005	1/18/2005		
Jack In The Box 40 ft	7/9/2005	7/13/2005	2:38:00 PM	GB

R-P-75

Truck Name	Date Sighted	Date Contacted	Time Sighted	Direction
Jack In The Box 53 ft	4/23/2005	4/25/2005	2:38:00 PM	SB
Jacmar	1/9/2006		7:15:00 AM	SB
Lays Doritos	1/18/2005	1/8/2005	9:12:00 AM	NB
Loomis Fargo Security Truck	1/14/2005	1/14/2005	10:03:00 AM	
Orowheat Webbers Bread	8/2/2005		11:16:00 AM	NB
Otis Spunkinair	6/2/2005	6/2/2005		
Papemart.com	7/26/2005		1:30:00 PM	NB
Pepsi	3/31/2006		8:26:00 AM	SB
RCM Marketing 40 ft Semi-Trailer	4/29/2005	4/30/2005	11:55:00 AM	NB
RCM Marketing 40 ft Semi-Trailer	1/31/2005	1/18/2005	10:56:00 AM	
RCM Marketing 40 ft Semi-Trailer	5/24/2005	5/24/2005	9:05:00 AM	NB
Rogers Poultry Co	7/1/2005	7/1/2005	9:32:00 AM	NB
Rogers Poultry Co.	4/27/2005	4/27/2005	7:42:00 AM	NB
Rogers Poultry Co.	7/1/2005	7/1/2005	9:52:00 AM	SB
Rogers Poultry Co.	6/21/2005	7/1/2005	8:47:00 AM	NB
Rogers Poultry Co.	1/14/2005	1/14/2005	9:35:00 AM	
Roma Foods	4/22/2006		10:03:00 AM	NB
SAIA	11/15/2005			SB
SCFuels double tanker 53ft	6/1/2006	6/1/2006	2:18:00 PM	NB
SecTran Armor	12/28/2004	12/28/2005		
Silver State Coach	7/4/2005		8:11:00 AM	SB
Snapple	7/22/2005		1:08:00 PM	SB
Snapple Truck	7/15/2005	7/15/2005	3:45:00 PM	SB
Snapple Truck	1/14/2005	1/18/2005	10:17:00 AM	
Southern Fresh	11/8/2005		12:26:00 PM	SB
Southern Fresh	11/8/2005			
Southwest Traders 40Ft Semi Trailer	5/17/2005	5/17/2005	8:21:00 AM	SB
Stone Brewing Company	1/27/2005		11:35:00 AM	NB
Superior Anheisor Foods	11/23/2005		1:47:00 PM	SB

R-P-75

Truck Name	Date Sighted	Date Contacted	Time Sighted	Direction
Superior Anheysur Foods	12/30/2005		5:11:00 PM	SB
Sysco	8/18/2005	8/26/2005	8:35:00 AM	NB
Sysco	3/24/2006		8:49:00 AM	SB
Sysco	3/22/2006		4:08:00 PM	SB
Sysco	12/21/2006		9:40:00 AM	NB
Sysco	12/21/2005	12/21/2005	9:40:00 AM	ND
Sysco	12/14/2005		4:52:00 PM	SD
Sysco	11/25/2005		10:47:00 PM	NB
Sysco	11/18/2005		7:51:00 AM	SB
Sysco	11/15/2005		3:11:00 PM	SB
Sysco	8/26/2005	8/26/2005	9:03:00 AM	ND
Sysco	3/15/2005	3/17/2005	8:25:00 AM	NB
Sysco	6/9/2005	6/10/2005	2:22:00 PM	SD
Sysco	5/10/2005	5/10/2005	7:17:00 AM	ND
Sysco	5/11/2005	5/11/2005	1:30:00 PM	SB
Sysco	5/11/2005	5/11/2005	2:42:00 PM	NB
Sysco	6/10/2005	6/10/2005	8:20:00 AM	NB
Tapia Brothers	5/3/2005	5/3/2005	11:57:00 AM	NB
Tapia Brothers	8/17/2005		12:26:00 PM	ND
Tapia Brothers	4/24/2006		11:13:00 AM	SD
Tapia Brothers	4/17/2006		11:36:00 AM	NB
Tapia Brothers	3/8/2006		8:15:00 AM	SB
The Children's Place	6/23/2005	7/1/2005	10:52:00 AM	NB
True World Foods	12/28/2005		10:06:00 AM	NB
True World Foods Box Truck	1/19/2005	1/19/2005	10:45:00 AM	SB
True World Foods Box Truck	12/28/2004	12/28/2005		
True World Foods Box Truck	1/14/2005	1/19/2005	10:00:00 AM	SB
US Foods	3/15/2005	3/17/2005		
US Postal Priority Mail	1/3/2005	1/3/2005		

R-P-76

TO: City of Long Beach Planning Department
RE: EIR FOR PROPOSED HOME DEPOT: STUDEBAKER ROAD @ LOYNES - SUGGESTED
ALTERNATIVE
DATE: JUNE 9, 2006

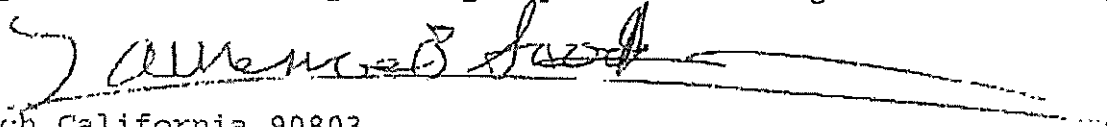
Attached find needs assesment from the California Department of Boating
and Waterways
relative to dry boat storage.

My suggestion would be to use the dry boat storage dynamic as a keystone
for developing
the area for such storage (which has a reported ROI of 30-40%) with
ancillary marine related
stores and possibly resturant, perhaps even a small hotel overlooking the
wetlands... ie
The Wetlands Inn.

It is my understanding from those familar with the above that such dry
storage can be
attractively blended into residential areas - and there are a number of
such already in
operation.

The use patterns of such go along way to addressing traffic issues.

LHG.


Long Beach, California 90803

R-P-76

STATE OF CALIFORNIA THE RESOURCES AGENCY

APPROVED SIGNATURE REQUIRED GOVERNOR

DEPARTMENT OF BOATING AND WATERWAYS

2000 EVERETT LINDHURST, SUITE 300

SACRAMENTO, CA 95814-3800

(916) 223-4500

(916) 223-4500

May 11, 2006

To Whom It May Concern:

There has been discussion recently about the size and distribution of wet slips in marinas. The discussion primarily concerns whether or not marinas should be required to dedicate a certain percentage of their available slips to smaller boats. There is growing pressure for marinas to continue to supply smaller berths, even when and where demand for these berths is minimal.

Cal Boating is concerned that forcing marinas to provide slips that are not in demand reduces boater access and marina revenues. Providing smaller slips without adequate demand potentially reduces the number of larger slips available, effectively closing an access point to boaters. In addition, constructing slips that will not be rented or that must have artificially low rental rates will cost marina owners additional dollars without providing sufficient revenues for loan and debt repayment. Marina construction can cost an average of \$40,000 per slip in some locations. Limiting the revenues that a marina can collect can ultimately lead to many problems, including the inability to pay debts, properly maintain facilities, expand, provide services, etc. A marina, like any other business, will not function properly without sufficient revenues.

Cal Boating contracted with California State University, Sacramento (CSUS) in 2000 to conduct a statewide boating facility needs study. CSUS worked with San Francisco State University, NewPoint Group, Bay Area Economics, Budget Data Services, and Market Systems Group to determine future facility demand. More than 4,000 boaters, boating groups, and hundreds of boating facility providers (marina operators) throughout the state were surveyed over a two-year period.

The marina operators surveyed account for more than 59,000 berths in California. A total of 83.1 percent of those surveyed had vacancies in slips less than 40 feet in length, while only 16.9 percent had vacancies in slips 40 feet and larger; this figure includes the 3.9 percent who had vacancies in slip sizes greater than 65 feet. More slips and larger slips were both listed in the top 10 facility needs; however, not one marina operator listed a demand for smaller slips.

The study did determine a need to increase dry storage capacity by up to 77,000 boats statewide. Dry storage is becoming more popular for trailerable vessels (typically boats up to 26 feet in length) and dry stack storage can easily accommodate vessels up to 36 feet at many locations. Dry storage has many advantages for smaller vessels: dry storage is less expensive than wet storage, vessel maintenance is less expensive when the vessel is stored dry, and it allows the owner to quickly and easily transport the vessel to a new location.

Long Beach Home Depot Study Session

City Council Chambers July 06, 2006

Attendees:

Greg Carpenter, Planning Bureau Manager; Angela Reynolds,
Planning Officer; Planning Commissioners, Mona DeLeon, LSA;
Doug Otto, Home Depot Representative.

Matt Jenkins: In the interest of time, please get in line so that we will always have 2 or 3 depending on the number of people who would like to have something to say. We ask that everyone show respect and courtesy whether they agree or disagree with what is being said. Depending on the number of people we have here that would like to speak we will give you three minutes to state your views. When you see the light come on start bringing it to a close if you will. We ask that no one talk out of order, only one person is expected to talk at a time. Those that park in the city parking, there's a stamp down here that you can stamp it and get free parking. When you come to the mic give your name and address and spell your last name and please limit your remarks to the environment because this is an environmental report it has nothing to do with anything else. Staff will now introduce the recirculated EIR. Angela.

Angela Reynolds: Good Afternoon, as the Commissioner Chair said we are here to have a study session for the Home Depot project including a brief overview of the site plan and addition to that the recirculated EIR report. I will do the bulk of the presentation but the last few slides will be given by our environmental consultant, LSA, Mona DeLeon will be doing the speaking for that. What I have on the board is a basic agenda on how the study session goes for those of you who haven't joined us for the last study session. We will give our presentation; the applicant is allowed which is Home Depot, is allowed 10 minutes to give their presentation. The Commission will then ask staff questions if they have any and then we will go right to public

comment. Here is a quick slide on the purpose of a study session, the commission will not be taking any formal action this afternoon, it is simply an information sharing with the commission as well as with the public about the planning process and where we are to date. I would also like to let folks know that the recirculated draft is now circulating, which means under CEQA, anyone that has an issue with any of the analysis of that document can write comments to that. I know many of you have on the first draft, but we are still in the circulation process. This session is being recorded but we won't be able to take your comments and make them part of the record so if you want to make them part of the record please submit them in writing and I have got it on the PowerPoint to me. That's my email and you can also put it in the regular mail and I got the address on there for that as well. So these are the entitlements that the project needs and what that means is when an applicant owns a piece of property and they come to this City and they want to build something there are certain processes that are in the state law and in our zoning ordinance that they must adhere to. Home Depot submitted their conceptual site plan review back on August 18, 2003 and what that means is that Planning Staff looks at it and give them initial remarks about entitlements and other things. Then they submitted the official site plan review application on December 30, 2004 so that kind of sets everything in motion. We started to prepare an Environmental Impact Report at that time. These are the entitlements that project needs, they need a conditional use permit, they are located in what is known as a PD-1 Planned Development 1 subarea 19, which in the zoning ordinance means that piece of property is now zoned for general industrial, which means kind of the general most heavy type of industrial use out there that mirrors the AES plan. If you want to do a commercial project there the zoning ordinance requires that you get what is called the conditional use permit and that is a discretionary permit acted on by the Planning Commission. They also need a local coastal permit because they are in the coastal zone. That is something that we issue under our local coastal plan. They need a tentative tract map which I will show you what that is for when I go to the site plan. And they need standards variances from the 30% open space, usable kind of open space required on their project. They don't have quite that much so they need what's called a variance. And they also need a variance on their curb cuts. So these are the project components,

as they exist today and the latest version of the site plan that has been turned into the Planning Department by the applicant. The Home Depot is 137,156 square feet and it has a sizable within that footprint garden center I think is around 32,000 sq. ft. And out on the Studebaker frontage they would like to put a 6,000 sq. ft. restaurant and with a almost 2,050 sq. ft. outdoor dining area which I will show you in a moment. A 4,800 sq. ft. retail pad, 7,200 sq. ft. retail pad so that is three additional things and then the Home Depot itself. They have provided on their site plan 754 parking spaces, which is parked to code which means that its parked to the ratio that the zoning code requires. And they have also agreed to do several green, what we call green features which is sustainability features that will help enhance the area which is onsite water efficiency, light reduction, storm water management, and bioswales just to name a couple of those. So here is the site plan let me orient you. This is Studebaker here and this is Loynes and this is the Home Depot site with the garden center, all the parking and these are I believe that is the restaurant pad and these are the retail pads. So as I was saying we did have a previous study session on this project and draft EIR and these are some of the designs/planning issues that came out of our discussion with the Planning Commission. The Planning Commission asked the applicant at that time to do a little bit more in regarding to building articulation which mean kind of movement not just a square box to use quality building materials on the structures to really pay attention to the Studebaker streetscape and understanding the kind of street it is and how it will appear to the rest of the neighborhood and to the folks traveling along Studebaker. And pay attention to the south Home Depot elevation. So in response to that these are the newest site plans that we have and these are the site plans that are analyze in the recirculated EIR. It is kind of difficult to see. I have got full size color boards and I believe the applicant brought some as well. So we could look at those later on if you'd like after the study session. But this is all the elevations of the Home Depot project itself, these are prospective from Studebaker, I think you can tell that's from Studebaker. And so that is what Home Depot envisions the project to look like if and when the project is approved. Moving on. This is the CEQA history and when I say CEQA I mean the California Environmental Quality Act many of you know what that is. It is the EIR portion of any project that comes before the Planning and Building Department that needs that kind of

review. So we initially started the process back in March of 2004 and we issued what is called a Notice of Preparation and it circulated which meant it was out for comment to the general public and a responsible kind of state and local agencies for comment. That went from March 19 to May 4th 2004, we held a scoping meeting at Kettering Elementary quite a few of you were there and you probably remember me from that and that was on April 7, 2004. We completed the Draft EIR, we meaning the City as the lead agency, we're the ones that actually prepared the EIR in collaboration with LSA who's an independent environmental consultant. We circulated that draft for actually 60 days, it's typically a 45-day but the community asked for another 15 days which we gave them. So it went from May 2nd to June 15th, 2005 and every time there is an EIR circulating we like to have a study session before the Planning Commission so that they can also hear what neighboring concerns are and that's again why we are here. We had one back in May 19, 2005 there were some things that happened with the project that were unanticipated, some project changes which Mona will actually outline a little bit more that caused us to do what's called a recirculated Draft EIR to actually look at the things that changed in the project that we had previously analyzed and give the public an opportunity to see what those additional things are. So here we are July 6, 2006 at our second study session, and depending and this anticipated only and but depending on how many comments we received to this recirculated draft EIR and how many comments we have to respond to because what that means I'm hoping to get this project back to the Planning Commission for an actual public hearing sometime in September of this year. Okay I am going to give this over to Mona and she got 4 more slides to let you know what we found in the new recirculated draft.

Mona DeLeon: Mr. Chairman, members of the commission, my name is Mona McGuire DeLeon I am an associate with LSA Associates. We are the City's consultants for the preparation of the EIR the reason that we prepared an additional document you have the draft EIR from 2005 but there were some changes that were made to the project description and of course the project description is the basis of the analysis of the Environmental Impacts. So now we had to slightly change project description one of the key components was the addition of an

1 off site open space area located at 7th Street and Silvera. So this was a change from what was
2 originally evaluated in the 2005 document so we went back update our information to reflect this
3 and some other changes to the project itself and we did this in that document you have before
4 you, the recirculated Draft EIR. Contained in the recirculated document are a number of
5 chapters there is a recirculated section about hazardous conditions and actually the changes to the
6 project and the applicant of course will go into more detail of those. It didn't result in any
7 change in the conclusion about hazardous conditions on the site. We did get some comments
8 from different agencies and there was some adjustments in terms of who would be the reviewing
9 agency for the hazardous component of the project. Originally it looked like it would be
10 probably be our local agency whose is actually well qualified and includes your Long Beach Fire
11 Department and Health Department officials but the Department of Toxic Substance Control
12 expressed some interest and it was very agreeable to the local agency and some adjustments were
13 made there. So in the interest to making all that information available to the public the City
14 decided to recirculate that section even though there is no change to the conclusions. We also
15 included a section on public services and utilities and that is primarily a small adjustment in the
16 project description about the extension of the sewer line and the connection from the project to
17 the existing sewer line. There was an addition of a cumulative traffic analysis that included a
18 scenario that factored in the traffic from the Seaport Marina project and of course that is a
19 proposed project its application was submitted after Home Depots application so it was not
20 included in the first Draft EIR as one of the cumulative projects. There were several comments
21 of that in the Draft EIR and there was not anything wrong about it not being there the first time
22 of course its covered. We're covered the Home Depot project is covered in the Seaport Marina's
23 EIR because they have to include all the projects submitted before since there was an interest the
24 City did want us to go ahead and do that analysis and we included that as well. And then the
25 traffic engineer went ahead and relooked at the transportation related measures. So those are all
26 the items that are included in the recirculated document it does address all the project changes,
27 the changes to the site plan, including addition of landscaping onsite some reconfiguration and
28 an increase in the number of parking spaces, the offsite open space, that I mentioned at 7th St.

1 and Silvera, the change in the sanitary sewage connection where instead of running parallel lines
2 they will take out old smaller lines and put the new larger lines. These were the primary changes
3 and based on those changes we conducted the analysis pursuant to the requirements of CEQA.
4 The original EIR of 2005 did find that there were some impacts that would be significant and
5 unavoidable that we could not mitigate below a level of significance those included short term
6 and long-term air quality impacts. Public services and utility impacts specifically to solid waste
7 disposal in terms of land fill capacity. And then some traffic and circulation impacts as well
8 including weekday impacts at Studebaker and SR22 westbound ramps, and weekend traffic
9 impacts at PCH & 7th and PCH & 2nd. As a result of all the new analysis that we did in the new
10 EIR, there was only one additional unavoidably significant impact that was identified and that
11 was if we were to include the traffic from Seaport Marina project, proposed project. In the
12 cumulative conditions we would have an additional cumulative impact at Studebaker and SR22
13 eastbound ramps. And specifically to that impact the SR22 of course is a CalTrans facility it is
14 not a local road that the City has control over. Any changes to the state route would be up to
15 CalTrans, in addition there are some physical limitations to widening the ramps at that location.
16 So that is an impact that we didn't see that could be mitigated and remains a significant
17 unavoidable impact to the project. This concludes my presentation Thank you.

18
19 Matt Jenkins: Questions from the commission?

20
21 Angela: Excuse me Chair; I think the applicant would like to do a presentation as well.

22
23 Matt Jenkins: Okay

24
25 Doug Otto: Good Afternoon, members of the commission and the staff. My name is Doug Otto
26 and my address is 111 W. Ocean Blvd., #1300, Long Beach 90802. I represent the applicant in
27 this process and we have several people here who can answer detailed traffic questions about
28 traffic and site preparation and the like, if those questions come up. But what I would like to do

1 is just spend a few minutes with you going through what this project is and what some of the
2 changes are as a result of the recirculated EIR. We start of with an aerial photograph of what the
3 area is like now, the previous site is outlined in blue and the additional site as described in the
4 project description on 7th St. just north of Kettering Elementary School is also outlined in blue.
5 That is 1.37 acres of additional open space that were asking to be include within this project.
6 The site plan you have actually seen before so I won't dwell on it. The design center is the big
7 gray building in the lower portion of the site plan the restaurant is to the north of the entrance off
8 of Loynes and there are two retail stores with parking adjacent to the east at the bottom part of
9 the site plan. We have also provided you with a site plan of what the 7th St. open space would
10 look like you can see that it is extensively landscaped and it provides a very nice buffer between
11 7th St. and the Kettering Elementary School that is there. We think that is a tremendous amenity
12 and in fact with the bridge that comes over towards the eastside of that slide there we connect a
13 path to the patch that goes along the riverway there. These numbers tell you how the project is
14 divided, they are self-explanatory and you for all intense purposes saw them before so I won't
15 dwell on this slide either. What we really want to talk to you about is what has gone on in the
16 last year since we were here before and how as a result of countless meetings with City Staff,
17 with members of the community, and with members of the Planning Commission about what this
18 project should be and what is attractive to the people of Long Beach. How we refined what it is
19 that we are proposing at this site. This is a design center it is not a Home Depot store. It is a
20 place that sells garden supplies, outdoor living supplies and merchandise and appliances. Home
21 Depot as you know is a very sophisticated retailer understands markets very well and there are
22 no design centers in the vicinity of Long Beach. There are design centers in other parts of
23 Southern California. But they truly think that there will be a market for this kind of upscale
24 activity and this will be a success at this location. A design center is characterize by having
25 design staff at the front of the store, displays that feature interior design projects. In other words
26 there are stores within the store, for lighting, carpeting and for appliances and for kitchens for
27 baths. There are neutral colors for the racks not the traditional Home Depot orange racks are not
28 prevalent. It has a very upscale feel to the design. It's designed to attract interior decorator and

interior design clientele; it is not a contractor-oriented store. While there are contractor activities that will still be at the store. This is a model that Home Depot has developed successfully in three other locations in Southern California and at other locations and it's a design center it is not a typical store where you come in and go down the aisles and pick up the paint or pick up the lumber. It has a specific design orientation to it. This isn't just a Home Depot Design Center; this is a center that has community serving retail as well two pads for retail and a pad for a restaurant. The community serving retail, we're looking for family oriented restaurant within walking distance for many of Long Beach residents, a high end restaurant a national restaurant not a fast food restaurant but something where you would feel comfortable to bring your family and sit and have a quiet meal in a very, very nice location. There will be outdoor dining, over 2,000 square feet in conjunction with the patio restaurant and we think that is a particularly appealing aspect of this project because it will give people as they are over here for other things to do then to just go shopping at the design store. The community serving retail provides shopping and the design of this which we spent literally more than 2 years with the City sets back this project from Studebaker anywhere from 40 feet to a hundred feet, there is a berm with a pathway that goes through it you can literally walk to it from the Bixby Hill area of Long Beach down and over the bridge down along the channel there and across the enhanced bridge on Loynes that we are going to put a pedestrian walkway on to this location and enjoy these community amenities. It provides convenient community access to our location. There are outdoor gathering spots that are adjacent to the shops so you just don't drive your car up go in and drive out. There are places to sit, places to read, imagine a Starbucks or some other coffee facility there. People could come and use them in a way that they do all over the rest of Long Beach. That's what the design center looks like we think that it's a tremendous addition to East Long Beach and that all the time we've spent designing this in this manner is very characteristic of the community in which we would like to build this center. So what are the community benefits that come as a result of this project? It removes the unsightly tank farm or other potential industrial uses that could be built on this site, the tanks come down and this very attractive center goes in. It provides an excess of 2.4 million dollars for traffic and roadway

improvements. Improvements that would otherwise not go there as a result of another project being built there or non-development of the project. People are very concerned about traffic the fact that many of these developments are voluntary on our part because they are not mitigation measures or difficult to characterize as mitigation measures means that this development, the quality of the developer at this site and the company that would come in allows us to do all these improvements that otherwise would not be able to be put in. It is very important in the last several years we have gone through this big structural budget deficit in the City of Long Beach. We have worked our way out of it but the City has ongoing needs to balance its budget on a yearly basis this project will generate sales tax revenue of 2.5 million dollars over the first 5 years at the rate of \$500,000 a year. To the general fund of the City not to some specified fund but to the general fund the Cities bottom line. It will increase property taxes by almost 3 quarters of a million dollars when the project is done. It will create 250 new jobs ranging anywhere from \$9 - \$10 dollars an hour up to \$25 dollars an hour or more. And those are important for the City of Long Beach. It enhances the entrance into Long Beach along 7th St. by creating these pedestrian linkages from north of 7th St. all the way down to the design center. And probably equally as important as any of the other community benefits it keeps the design and home improvement sales tax revenues in Long Beach. I'm sure that you are all aware that there is a Home Depot store in Signal Hill it is very successful on Cherry Avenue. All the sales tax revenue from that store go to Signal Hill in fact it was so successful that Signal Hill built another Home Depot about a mile away on Atlantic and Spring St. and that is store is very, very successful right now as well. And it makes us believe that those sales tax dollars those home improvements dollars should come to the City of Long Beach and that this location is a perfect location for the design store, which we are proposing. What are the community concerns what has come out during the process of the recirculated EIR? First concern is wetlands people have talked that there is the wetlands across the street and we don't think that there is a colorable argument that the land on which the project is proposed is a wetlands, they are worried about sewer impacts, about hazardous substances, and they are worried about traffic. Lets briefly talk about each of them; wetlands, the EIR and I will quote this because I think that its important.

1 “That there is no potential jurisdiction of wetlands at the project site or within the portion of the
 2 Los Cerritos channel near the proposed sewer lines”. This is in an industrial area for 60 to 70
 3 years now. And it has been developed with plants, there are the generating plants, and the EIR
 4 prepared by the City’s consultant says that there is no jurisdictional wetlands at this location.
 5 Sewer impacts, the design center impacts can successfully be mitigated there was a lot of
 6 concern about this a year ago and how we would go about solving these problems the proposed
 7 improvements that we intend to make now which are different then the improvements that we
 8 suggested a year ago. Actually help solve long standing sewer problems in University Estates,
 9 I’ve got two pictures here to show you the first is the sewer impacts of dry weather flows and we
 10 were going to do a parallel pipe we decided to replace the pipe that the sewer pipe that had a
 11 tendency to over flow. On the left you will see what the existing 8” pipe looks like. We intend
 12 to put a 10” pipe in the dry weather flows you will see that we are not nearly to capacity as we
 13 would have been with the smaller pipe. But it is particularly important when there is wet
 14 weather, because that’s when the problems in the area that’s characterized as “the hole” really
 15 occur. And when their wet weather flows the existing sewer lines is over burdened as you see on
 16 the left it cannot handle it doesn’t have the capacity to handle the flow. But with the new lines
 17 we would be installing as part of this project you would not reach capacity even under the worst-
 18 case scenario. We think that’s a tremendous benefit to the community that wouldn’t occur
 19 otherwise but through the development of this proposal. Hazardous materials, Mona I thought
 20 did a wonderful job talking about what the new thinking is about the hazardous materials but
 21 what we want everybody to know is that any impacted soil will be removed and the land cleaned
 22 before development goes on and the project will not be built until the Department of Toxic
 23 Substances approves a remediation plan. So that should give everyone complete confidence that
 24 there will be no hazardous waste materials on this site because appropriate state and federal
 25 agencies under RCRA will be monitoring how we do this and the plan we have to do this and
 26 those things have to be approved before we move forward. Traffic everybody knows that the
 27 traffic is the big issue with this project. Everybody that I talk to says that traffic is the big issue.
 28 I’ve mentioned before that we intend to do more than 2.4 million dollars in traffic improvements

that will be made in conjunction with the development of this project that these project will enhance pedestrian access and circulation in this area and that the improvements and we can check this out with the City's traffic engineers will reduce delay and travel time 3–5% along Pacific Coast Highway, 2nd St. and Studebaker Road once the project is complete. And all the traffic mitigation measures and other measures that we intend to do have been put in place. Lets talk about what those improvements are. Project site is the blue, gray 7th St. eastbound ramps that increase capacity by a third excuse me by 50% over what it is right now. We then intend to install for the pedestrian access bridge across the Loynes Drive Bridge that allows people to come from the University Park into this area that's in that vicinity right there. Next we intend to install traffic signal interconnects and new traffic signals from 2nd St. to SR22 ramp allowing progressive flow to the freeway onramp. The interconnects are the hardware the coordination or the synchronization allows the flow along Studebaker Road to flow smoothly that hasn't been done before and that's where this 3 to 5% improvement of delay and flow occur along Studebaker Road. But in additional that shows how that's done all the way to the westbound on-ramps. New traffic signal coordination timing with CalTrans on 2nd St. from Marina Drive to Studebaker reducing delay and stacking up Pacific Coast Highway and 2nd St.. Because we got a city system and we got a CalTrans system those systems don't talk to each other very well. While there is some interconnect that's there what's need to be done is that new software needs to be put in place so that those signals will talk to one another and the flow can be increased and the delay can be minimized, that's what we intend to do from Marina Drive all the way out to Studebaker Road. Next, we intend to put new traffic signal coordination timing with CalTrans again along Pacific Coast Highway between Studebaker and 7th St. for both weekday and weekend traffic conditions. So once again we are improving all the major arterials in this location, in terms of what the flow and the delay would be in this important area. Then we are going to provide a third westbound through lane and a right and deceleration lane dedicated to right turns onto northbound Studebaker from westbound Westminster or 2nd St. we also understand from our analysis that will improve traffic flow as well. That shows the intersection there. The traffic signal mitigation coordination program along with CalTrans will improve

operational efficiency a reduction of 3% to 5% in traffic travel time and delay over existing conditions and we are very proud that we can make those assertions, we believe that the City Traffic Engineers, agree with us when it comes to those assertions, that will be proven over time. I want to read one other statement to you from the EIR and that is it says, "It should be noted that the project impacted intersections analyzed under the ICU methodology", that is the Intersection Capacity Utilization Method, which looks at volume and capacity. Operates at acceptable L.O.S. (meaning Level of Service), using the UCHM methodology, the project impact intersections, if that was operated under the other methodology which is used on all CalTrans roads then we would operate at satisfactory levels of service and there would be no need for statements for overriding considerations. I don't want to dwell on that that point right now, it's a little technical if you have questions that you want to ask about that I am sure that you can talk to our Traffic Engineers or the City's. So in summary what are we proposing? We are proposing to develop a piece of privately owned property. It's property that the developer, the owner of the land has a right to develop that they want to work and they have been working over the last 4 years with the citizens and the residents of the City of Long Beach to make this an attractive development that will serve everybody's needs. That it is currently zoned general industrial, retail is allowed with a conditional use permit, we are not asking for a zone change, we are not asking for General Plan Amendments, we are asking to do what's allowed with a discretionary approval at this location. The developer wants to create a design center destination for Long Beach residents with community serving retail and quality dining on the East Side of Long Beach. We've come along way in terms of what our proposal is, we believe that this is a superior alternative to other authorize industrial uses at this site and if we are allowed to go forward with this project it will be an asset to the City of Long Beach and I would entertain your questions.

Matt Jenkins: Very well, Mister Otto sell a little bit more about the specifics about the Open Space, what's going to be in there? Do you have any idea?

1 Doug Otto: Let me start with SEADIP, SEADIP requires 30% open space, that is a set site for
2 any project. In my lifetime which pretty much parallels the existence of SEADIP, I don't think
3 anyone has ever met that 30% number. We have 28% onsite of where the Design Center
4 development is, but to get to 30% we added 1.37 acres along 7th street landscaped with quality
5 trees and a pathway that brings our percentage anywhere from 32 – 36% of open space for this
6 site and I don't know the names or types of trees off the top of my head that we intend to install
7 there, but it will become part of that pathway system.

8
9 Matt Jenkins: So that will become a little park or something?

10
11 Doug Otto: Yes, it will.

12
13 Matt Jenkins: Mister Stuhlbarg.

14
15 Morton Stuhlbarg: Question about the Design Center concept. Is this the same concept that
16 Home Depot has been operating that's been called "Expo"?

17
18 Doug Otto: No, it's different. Expos are dedicated design centers. Home Depot has Home
19 Depot/Design centers in Brea, and in two other locations in California. But this is a combination
20 Home Depot and Design Center and Expo's are exclusive design centers.

21
22 Morton Stuhlbarg: So this has some hardware as well as furniture and appliances and vignettes
23 and things of that type?

24
25 Dough Otto: Yes

26
27 Morton Stuhlbarg: Okay, Thank you.

1 Matt Jenkins: Is it similar to the one in Huntington Beach?

2
3 Doug Otto: No, they're both Home Depots and Expo's stores in Huntington Beach. But this is
4 not an Expo store.

5
6 Matt Jenkins: So this is different?

7
8 Doug Otto: Yes.

9
10 Matt Jenkins: Very well

11
12 Doug Otto: All the design elements are at the front of the store and there's stores within stores
13 that design professionals that help assist people with planning their bathrooms and their kitchens
14 and the lighting and all those things, work with people and that is all that front of the store and in
15 the rear of the store is where more of the other traditional Home Depot uses are.

16
17 Morton Stuhlbarg: One other question, obviously they are operating these stores now and not
18 just here in California I assume other places. They have some information I would imagine on
19 car counts, customer counts, which they are very sophisticated and do in most of their stores.
20 Might be helpful to have that information, so it shows that this is not a contractors store it's
21 basically a designer store, someone who comes in and brings clients to buy product.

22
23 Doug Otto: I think that some of that information is available, I don't know. We will certainly at
24 that time that this comes before the Planning Commission for the vote for the discretionary
25 approvals that are required make that information available to the extent that they exist, but the
26 things that occur to me off the top of my head are in a traditional Home Depot store you get
27 much more traffic in the very early mornings now whereas in the design store you get more
28 throughout the day. Also these pass by trips need to be taken into consideration in your traffic

1 analysis. You're more likely to stop to have something to eat if you are working with a designer
2 at a design store then if you're there just to pick up a load of lumber and go off to a job site.
3 Same with the retail. Further questions? Thanks very much for your time. Can I ask a question
4 of staff, real quickly? Probably Angela, the property just south of that with the tanks on it, who
5 owns that property? Has there been any proposal for that property?

6
7 Angela Reynolds: I can find out who owns it, I don't know at this point. But there is no
8 application into the City at this point on that property.

9
10 Doug Otto: Great.

11
12 Matt Jenkins: Okay, we have had an opportunity to look at this perhaps it might be better Mister
13 Otto that you turn those signs around.

14
15 Angela Reynolds: Doug can you just pick all those up and take those tripods off the floor?

16
17 Matt Jenkins: Put it so the audience can see it. That will be better because we have all seen
18 them. And you might provide an address that someone might want to visit to see just what these
19 things look like in the raw. The closest store that is similar to this.

20
21 Doug Otto: Okay I will get the address of the Brea store.

22
23 Matt Jenkins: There are people in the audience that might want to go and take a look at this.
24 Any more questions from the commission? We have some individuals who have filled out forms
25 to come up and give a talk. First up is Mr. James Crawford.

26
27 James Crawford: My name is James Crawford and I live at 6316 East Marquita St. in Long
28 Beach. I have some prepared things I would revise based on what the gentlemen from Home

Depot has said. My comments primarily stem from a flyer we received in much of Eastern Long Beach in University Park Estates, Naples, Belmont Shores and elsewhere. And they site a number of concerns the first one is, traffic which has been handled substantially and one of the quotes here is that that there will be thousands more cars and trucks imposed and that is a quote. This is a site of store its not a stadium. Home Depot Stadium is in Carson and all these of these years that we have been patronizing Home Depot both personally and as a contractor we have never experienced a significant traffic delay either approaching or departing a store. I'm going to leave the rest of that since it has already been covered. He also covered the concerned about the wetlands, not going to talk about that. Environmental pollution, his information is better than mine. My guess would have been that the pollution effect given the fact that there will be cars traveling in other areas if this Home Depot is not built, pollution effect will be effectively nil. But from what I am hearing I'm hearing the prospect that given the mitigation of some of the traffic hold ups that we have today we might actually wind up with a net reduction in pollution. The final thing that they were concerned about was bringing in jobs, low-level jobs. That isn't what Home Depot does, Home Depot has built its reputation of service by hiring contractors, offering good wages and benefits. We personally know a young lady who was hired by Home Depot just fresh out of high school at nine and a half dollars with health benefits and a good 401k plan. Now that's hard to beat in today's environment. I think the company should be praised not vilified. And finally though I'd ask one thing of the City, when the Home Depot is built, my wife suggested to use some of the revenue to repair our streets a short walk down Margo or Silvera both of our collector streets will reveal what a deplorable conditions that they are in today. Thank you very much.

Greg Carpenter: Mr. Chairman if its okay with you I'll remind the speakers when they get to three minutes so that they can sum up so that everybody has a chance to speak today.

Matt Jenkins: Yeah, will you do that?

Greg Carpenter: Yes.

Matt Jenkins: Mr. Dean Richardson.

Dean Richardson: Yes, Dean Richardson 6810 E. 11th St.. College Estates and it is adjacent to Studebaker just south of Anaheim. I'm living in a family home. First I don't even want to address like whether if Home Depot is a good company or a bad company, I think that for me the first issue is the traffic and right now there is already bottlenecks in this area. Especially 7th St., 2nd St. used to be called Westminster and now they are calling it 2nd St.. This proposal is teamed right on Loynes and Loynes is a terrible street its built on a land fill and it is not going to be able to handle traffic and nobody even mentioned that. These mitigations or improvements to traffic I think if we improve the traffic right now 3-5% over what it is right now. It is not really acceptable so to increase traffic is asking for trouble. I don't know how many of you live in this immediate area and we are really impacted right now. This picture here that shows what the proposal will look like should show bumper-to-bumper traffic because that's what this is asking for. And I not just trying to appeal in an emotional way I think anybody that lives on our end of town knows that. The toxic dump I would, well I wouldn't, haven't done and expect study like the agencies that handled this but I understand that there are toxic sites adjacent to this area right along Studebaker Road from back when Douglas was dumping in that area, they are actually on the west side of Studebaker Road, right along Studebaker. I would say that needs to be looked at too even though that is not in the footprint of this development. Then I think that other big item for the people that live in this area and also for anyone who cares is the wetlands and even though its been read to us that this isn't the wetlands this is adjacent to the wetlands and it will definitely impact the wetlands and there are a lot of people who have made efforts over many years as you probably are already aware to try to rehabilitate this area and make it be something instead of being abused. Make it be something that instead of being abused and impacted more it's opened up more. So please respect the environment and any development should be planned that it enables this rehabilitation to occur.

Angela Reynolds: Mr. Chair if I could remind the speakers to say your full name and your address which you have been doing but I'd also like to have the zip code so that we may put you on our mailing list so that we could notify you of further hearings in the process.

Matt Jenkins: Kerry Martin.

Kerry Martin I'm at 7890 E. Spring No. 4W 90815. I'm concerned about this obviously that is why I am here. I wrote a letter to the Press Telegram, I wrote a letter to the editor recently that hasn't been printed but I am a little disappointed and so its brief and it says how I feel about this and I just like to read my draft copy since we are doing the Draft EIR. There is a possibility of another Home Depot being built here in Long Beach this time across from the intersection of Studebaker Road and Loynes Drive and I think it's a bad idea the City letter announcing the July EIR states, "the proposed project may result in significant unavoidable adverse impacts my emphasis, related to air quality the provision of solid waste disposal in Los Angeles County and traffic and circulation". The project may also have a negative impact upon what's left of the beautiful Los Cerritos Wetlands nestle within the nearby oil fields which some folks here in Long Beach are trying to purchase, preserve and restore. I feel that we have enough Home Depot's especially here in Long Beach. Lets try to do something that has less than an adverse impact upon our community and our environment and then maybe hold on to that little piece of nature. Thank you.

Matt Jenkins: Ms. Doll, Doug Drumman you are next so you can come on up.

Janice Doll: Janice Doll, University Park Estates 6212 Vista St. 90803. First I want to say that this Home Depot team is really painting you a picture and this is merely a painted picture that is all it is, the reality is something quite different. First I want to address Loynes Drive. And I will say that my house backs Loynes Drive and I can tell you that 911 is called all the time. There is not one mention of a study or analysis of Loynes Drive in this report. The most significant

impact we have right now is Loynes Drive which is merely a collector's street for us just to get
 out around to either PCH or Studebaker Road. It was never built or intended to be used as an
 access street into any sort of development especially something as major here as a Home Depot.
 Secondly the traffic study is inadequate it gives you the picture that there is only one other
 project that needed to be added to this study which is the Seaport Marina Development with 425
 residential units, 170,000 sq. ft. of retail well there is also the Boeing project that is nearly
 900,000 sq. ft. 10 bldg. On Westminster/2nd St. and now the Coastal Commission has approved
 an additional 65,000 sq. ft. hotel, 4 story 110 rooms and additional 25,000 of retail and
 restaurants and this traffic this entire Boeing project which is major, talk about stadium this is
 stadium traffic every day that is not included in the EIR where is it we need to know about these
 impacts. Additionally the sewage they are running the sewage lines using our residential sewer
 lines they draw you a pretty picture, here's a blue pipe and here's a blue pipe, small pipe, big
 pipe this big pipe is going to resolve everything. It says right in the report it can't control the
 odor at very best they are going to use a pump to pump it over Studebaker, across a channel the
 Los Cerritos Channel, into our neighborhood, and the best that they can do, the BEST that they
 can do is try and control the odor. I find this project to find this project totally incompatible with
 our neighborhood the open space they talk about the 1.37 acres on 7th St. it already is open space.
 It is already existing open space and they are going to claim and where else are they going to
 pick off open space and say we are claiming that open space as ours now. So their assertions are
 only assertions and not facts it is going to impact our neighborhood in East Long Beach and we
 don't want the project. There are many, many better things that could go there then a Home
 Depot. Thank You.

Doug Drummond: My name is Doug Drummond my address is 6242 Monita St. in University
 Park the zip is 90803. We've already heard considerable discussion about the traffic problems
 and yet there's a part of it that really also has to be address in addition to the Boeing Property.
 And in addition to Loynes and that's to the west of Loynes the Elliott/Bellflower/Loynes and in
 addition to Loynes that is going to be also heavily impacted as well as that we have the 22

freeway that turns into 7th St. and ends at PCH that is an Orange County/CalTrans connection. PCH up from Orange County to the Seal Beach/Long Beach line is an Orange county connection. Both of those units should really be included in those studies and we should be looking at long-term benefits. 2nd and PCH is also studiously avoided and that is one of the most impacted intersections in all of Southern California. Really what we are looking at is a spot zoning effort when we should be doing a complete area plan. We have a tremendously troubled area we have trash fills the largest concentrations power plants in Southern California degraded wetlands that should be restored. The traffic problems, the tank farms, all of it and we need to do a real, real complete product study so that we can look forward to the entry areas, 7th St., 2nd St., PCH entries to Long Beach and for years we complained about not beautifying our entries to long beach this is a tremendous opportunity to study a large area and come up with plans that are complimentary to all the neighborhoods plans that we would be proud of.

Randy Gordon: Good afternoon commissioners, my name is Randy Gordon I'm the President CEO of the Long Beach Chamber of Commerce. I am here today on behalf of the chamber that supports the design center. The Chamber officially supported this project of August last year our support is based on three major economic development priorities set forth by our board of directors. One to support improvements to major Long Beach corridors that enhanced the Long Beach economic development and to provide a positive image of our city. To support private enterprise and development projects within Long Beach and the reason to enhance economic development. And to support the implementation and development which benefits the City and the City of Long Beach Jobs and Business Strategy. The Chambers believe that the new design center project fulfills this economic development vision set forth by the business leaders of our City. Specifically the project will drive 2.5 million dollars in sales revenue to the city in the first 5 years. The project has already committed over 1 million dollars in traffic improvements and will meet the 30% open space requirement as you know this will be the first project required to meet the 30% open space requirement. Furthermore the council approved jobs and business strategy calls for Long Beach to be a great place to live and work with a diversified high quality

job base and skilled work force we believe this project brings that to surface. The strategy also calls for businesses' that prosper in attractive and modern industrial office and institutional space, that we retain institutional land for manufacturing and trade so that we can achieve a prosperous economy. The Chamber believes that the proposed design center project is a positive outcome of those goals set forth in the Jobs and Business Strategy. For these reasons the chamber encourages continued support of this very important project. Thank you.

Matt: Any body else? We've got about ten minutes.

Mike Jensen: Good afternoon commissioners, my name is Mike Jensen 45 Geneva Walk, Long Beach 90803. One of the things that the EIR doesn't address is all the traffic right now that is driving by this site to go to other home improvements centers out of the area. What that means is that we are decreasing traffic by bringing something like this closer to the neighborhood and we are also cleaning up a nightmare on Studebaker right now. Look at those tanks they are ugly this is a great enhancement to the area and I would ask you to consider this project as a true benefit to the City of Long Beach, ALL of the City of Long Beach not just the east side. Thank You!

Don Mills: I am Don Mills and I live 6320 Vista my house backs on Loynes my zip code 90803. First let me say that these pictures represent the inside of Home Depot. If I were a Home Depot stockholder I'd applaud them but I am not. I represent well our committee represent people from Island Village, College Park Estates, East University Park, Belmont Mobile Homes on Loynes, Part of Naples, and the residents north of either side of Studebaker now there are allot of residents there and it looks like this is coming down to an economic question primarily. Will that project bring sufficient money into the coffers of Long Beach to be justified. Well if you take into consideration the money these people in this area bring to Long Beach and spend in Long Beach. This project is overwhelmed and it looks puny. And these people a preponderance of them do not want this project as it stands.

Vitali Lee: Chairman Jenkins, esteemed members of the commission. My name is Vitali Lee and I represent a southland owner and operator of the adjacent Los Alamitos Generating Station. AES does not opposed the proposed project in concept in our comments submitted in June of last year we noticed specific aspects of the proposed project, which we believe will add first the impact the on-going business operations of our facility and requested that additional analysis are done to assist in developing reasonable mitigation measures that would allow the project to go forward. While both Draft EIR and the recirculated Draft EIR thoroughly researched the impacts of the proposed project on the surrounding communities and environment we feel that both of them fail to identify the effects of the existing Power Plant operations on the congregation of people who will be visiting and working at the facility. Such as noise, electrical safety, securing hazardous materials to name a few. We will be following the written comments with in the allotted time frame but we do encourage the staff and commission to consider our concern.

Matt Jenkins: Now we will not take any additional in the interest of time please.

Greg Carpenter: Mr. Chairman, its up to the commission but the applicant did go 10 minutes long than we had expected so maybe its fair to at least go until 1:30, but its your decision.

Matt Jenkins: Okay, but still make it brief because we got quite a few people there.

Ann Denison: Good afternoon, I'm Ann Denison and I live at 90815, 6931 East 11th St., I'm from the College Estates. You might remember the report stating the conclusion of our wetlands study committee the one instigated by third district Councilman Frank Colona consisting of representatives of home owner associations, most affected by any development in the 3rd District. After 18 months of intensive study we concluded that there should be a moratorium for all projects into the area until the City puts together a master plan for the southeast section of Long Beach. I live in College Estates and my concerns are not only the negative impacts a big box store could have on the wetlands but also the pollution from the horrendous traffic conditions

that would happen for the hundreds of people who live around it and saying that their plan would decrease traffic is laughable. People have asked me that if a Home Depot were not built there what could be put there? Of course restoring it back to the wetlands it once was would be the best use, but if that is not possible there are better uses than this scare tactics suggestions of a truck depot. A win/win project would be a clean landscaped solar facility there it would not only be a source of income for the City but with modern technology being what it is, it could supply all or at least a good portion of energy needs for this City. Thus reducing our dependency on fossil fuel, polluting emissions, and global warming it would also solve the traffic problems. Please get creative while improving the quality of life for all of our Long Beach citizens. Thank you.

Ann Cantrell: Good afternoon, Ann Cantrell 3106 Claremore 90808. Many of the things that I am concerned about have been addressed I don't think anybody has mentioned the burrowing owls which are a species of special concern because they have almost disappeared from L. A. County due to development. Burrowing owls were sited at this site and the EIR and the EIR says Burrowing Owls are not expected to be year round residents and expected to be absent as a breeding bird this indicates to me that the biologist really doesn't know whether these birds are going to be effected or not. I also have concerns about the open space variance. As I understand it although it has been taught that it is going to be 1.37 acres of open space. 0.31 acres will still belongs to CalTrans and 0.43 of this area will still belong to the L.A. flood Control District. So therefore Home Depot is only going to own .63 acres buried deep in section 3 of the EIR. This is open space now and I'm concerned that that fact that CalTrans is still going to hold on to part of this it would make more sense to widen 7th St. at this point because anybody knows that when you try to get on the freeways there this is a very narrow place where everybody comes together and maybe in the future this will be widen. Thus taking some of this open space and the applicant states that they are going to remove the tank farm, they are removing some of the tanks but two of the tanks are going to remain there. This was glossed over and you have to look

1 closely to find this in this site plan. They are supposed to be camouflaged; they can be
2 camouflaged now if people are concerned about this being something that's ugly.

3
4 Dave Dorrans: Good Afternoon, Dave Dorrans, 6313 Colorado St., 90803 that's in University
5 Park Estates I noticed in the presentation as others have that Loynes was left out in addition the
6 T-intersection of Loynes and Palos Verdes which is the only southbound access and egress point
7 from University Park Estates was totally left out that would have a great impact. Briefly traffic
8 is the only other thing I am going to comment on the other thing is obviously the intersection of
9 SR-22, 7th St. and the Studebaker area no matter what you do around that area if you cannot
10 change that area then you'll just have to move any bottle necks that you have right to that area
11 which is already bottle necked 2 or 3 times a day from anybody that travels that area. I think the
12 traffic again is the big thing there are a lot of other things but traffic is the BIG problem as far as
13 property owner rights, property owners do have rights, but don't have the right to impact
14 negatively the surrounding communities. Thank you.

15
16 Melinda Cotton: Good afternoon my name is Melinda Cotton and I live in Belmont Shore and
17 my address is on record. I've been past president of the residents association and I have also
18 worked on a number of traffic and planning issues including the Mayor's transportation task
19 force since 1991. One of the commissioners asked about the numbers of cars and trucks that will
20 be coming on page 190 of the EIR the Home Depot project will add 5,783 trips of cars and trucks
21 on weekdays, on weekends 1,503 trips and a trip is like a flight back and forth project. This EIR
22 is willfully and adequate its only dealing with certain items and again we do need a plan for the
23 City. Missing from it besides Seaport Marina, what's going on in Seal Beach with nearly a
24 million sq. feet of development at Boeing missing is the pumpkin patch property at the entrance
25 of the City at Seal Beach on PCH right at the river. There was a proposal for a Best Buy at that
26 location so more big box retail is definitely in the offing. In the past year signs appeared at
27 Loynes and Studebaker saying "For Sale" those were then taken down. We don't know what's
28 happening there. The City has no plan for this area, the CETA plan was hammered out 30 years

ago as you well know it is woefully out of date. I'm part of the supposed General Plan Project which began in January 2004. We met for 18 months as community clusters. That whole project was suspended a year ago, I have asked again and again when is this going to be restarted, we don't know. So we have no updated General Plan for this area, we desperately need to work on traffic with Seal Beach and with all the proposed developments. We have a wonderful opportunity to make something beautiful in this area or we have a chance to spot zone it to the point where there is total gridlock. We ask for a plan please we will be sorry if we don't have one. Thank You.

Bob Luskin: Bob Luskin 225 Belmont Ave, 90803. I realized the residents in the area of the proposed Home Depot project have some concerns. But I look at this project as an opportunity for the City of Long Beach. The City of Long Beach as we all know has experienced some financial difficulties. Signal Hill has two Home Depots, they have Costco, they have the car dealerships, and they have tremendous sales tax revenue. This presents an opportunity for Long Beach to develop sales tax revenue that we badly need. The General Fund in the City of Long Beach can use all the income it has and we're hurting for some tax revenues in Long Beach and I think we need to do everything we can to bring in jobs and business into our City and I think we need to look at this project as an opportunity. Thank you.

Ralph Cohen: Hi my name is Ralph Cohen and I'm from Seal Beach. 117 Stanford Lane, 90740 and I feel a little guilty because I am from Seal Beach and I wasn't aware of the impact that Boeing was going to have before I came here today so maybe I am speaking a little out of turn. And it does sound like a good project but I think you have to be aware of the impact it is going to have on College Park West. The people who are landlocked in there we only have one way to get in and out and that is through SR22. When I moved in there in 1994 you could get out there except for certain time during rush hour now you depend on the kindness of strangers to get onto that road. We would be totally landlocked and bottled up there if this project goes through and I would hope that you would consider that. I think that there is certain things that just say "game

over” and I think that this is just one of them, as well of a number of other things that some other people have brought up, so I would hope that you would very much consider the problem you would have for the people in neighboring Seal Beach as the onclave that would have no way of really getting out unless it goes through another neighborhood nearby in Long Beach which we can’t do because of certain traffic regulations during rush hour we can go through. Another alternative is we could build a bridge over the channel and let us go through Long Beach. One more quick note, if we need a sewer build a sewer, why are we depending on Home Depot to do our work for us. Thank you.

Thomas Marchese: Good Afternoon, Ladies and Gentlemen, City Staff and Planning Commissioners. My name is Thomas Marchese and my address is on file Angela. Thank you. I don’t think there is any dispute that this entire area needs to be master planned and not spot zoned and we have requested a moratorium, which arguably might to best include density for the Lennar proposal as well. Los Cerritos Wetlands study group rezoning panel’s excellent work on the difficult task of revising SEADIP with a 50-year forward vision is the only fair and prudent path for this area. Full wetlands acquisition and restoration is long over due and is widely popular. We’re told that SEADIP is legally technically and arguably dead any applicant racing for entitlements on the coattails of a plan that was never certified and which has arguably lapsed does so prematurely in our humbled opinion. After review the Los Cerritos Wetlands Study report this applicant has serious problems with respect with the alternate of 1, 2 and 3. We believe that this proposal has serious problems and terrible flaws and we will be submitting detailed objections to the recirculated draft. This proposal was abandoned we’re told in 2004, there is an enormous level of disapproval to this proposal. We would urge you to consider abandoning it again. We in all honestly have not seen this side of town this upset since they wanted to put a freeway down 7th St.. Honestly, we have closely followed these issues for the last 2 ½ years and have review the notice of preparation of the draft. Environmental Impact Report, the DTSC complaint, and the recirculated draft. These CEQA documents in the opinion of our experts and our vast team remain hopelessly silent in favor of the applicant and

unreasonably silent or dismissive of legitimate area concerns raised since the notice of preparations. Too many important questions remain unanswered and too many true answers are delayed until it will be too late for you to consider them and for us to consider them. Thank You.

Rick Trent: Rick Trent 35 Neapolitan Lane East Long Beach, and former chairman of the Los Cerritos Wetlands Study Group. We were in front of you talking about the need for master plan for the 3rd District and the need to get rid of industrial period in the 3rd district. As Mr. Otto said this has always been used for that so that justify in our mind because this wasn't always this traffic impacted and is residential as it is now. One of the things I wanted to do and I wanted to ask a couple of quick question. Number one I have a picture of the Home Depot in Brea and Mr. Otto's comment was quote, "This is not a Home Depot, this is a Design Center". Well this confuses me because I think this is owned or will be owned by Home Depot and this is the Design Center in Brea and you will notice gentlemen if you could see if from there that the sign says nothing except Home Depot period. This is a Home Depot, it walks like a duck it quacks like a duck it is a duck. Here are questions that are really key and questionable from the 3rd district. Will large trucks re-supply this facility as they do other home depots? And large trucks imply that roads around it will be even more impacted from the safety standpoint, especially Loynes. I believe that the EIR suggested that only 10% of the people that come to this facility will come across Loynes. But wishful thinking that is, if I am coming down PCH I going to come down one of the busiest intersections that will be even more impacted now at PCH and 2nd St. or I am going to cut across Loynes the secret way to get right in the front door of the Home Depot and we know what heavy trucks and what heavy traffic on Loynes is going to cause. Lawsuits in the City, deaths, because it is already doing that without this extra traffic. Will the on ramp to SR22 be finished to handle the additional traffic safely? I've heard a lot of this we are going to do this with CalTrans, we got CalTrans in our pocket, quote, unquote. I have not seen anything in writing. Has CalTrans certified that they are going to help synchronize all those lights, they are going to rebuild the on ramp to SR22 so this stuff can be handled without additional traffic accidents on Studebaker. Which are considerable right now? Will the 2.5

1 million proposed tax which seems to be one of the cling points here what's it going to cost the
2 City to get that? Extra fire, extra Police, What's it going to cost in terms of the things that are
3 going to have to happen the lawsuits and just the policing the extra traffic here. My guess is that
4 this is going to be a break even at best and maybe a negative to the City in terms of the 5 years
5 that we are looking at.

6
7 Matt Jenkins: We are out of time but I will let you go ahead.

8
9 Joan McGrath: It will be fast. My name is Joan Holly McGrath and I live at 6257 Marina View
10 Drive. It's a mobile home park and I haven't heard one word about it there's 350 mobile homes
11 on Loynes. We have a very difficult time getting back and forth right now. Talk about being
12 impacted our mobile home is. And right across the street no ones has mentioned the golf course,
13 it's a beautiful golf course, it's a wonderful golf course many people play there and the traffic is
14 terrible something should be done. It's on a landfill and the City has cut it down and build it up
15 and cut it down what's going to happen with more traffic. Thank you.

16
17 Matt Jenkins: This ends the study group session on the Design Center. We appreciate all of you
18 coming and we appreciate all of your remarks they will be taken into consideration and we will
19 adjourn now and we will crank back up in 5 minutes for the Planning Commission. Thank you
20 very much.

Tish Husak
852 Ravanne Avenue
Long Beach, CA 90815

July 2, 2006

Local Community and
Environmental Planning Division -

The proposed project at the
intersection of Studebaker and
Loyson is a BIG MISTAKE!

Please - please - please don't
adversely impact our neighborhood
by developing another strip
mall. We don't want or
need it.

Tish and Bill Husak
562-594-8354